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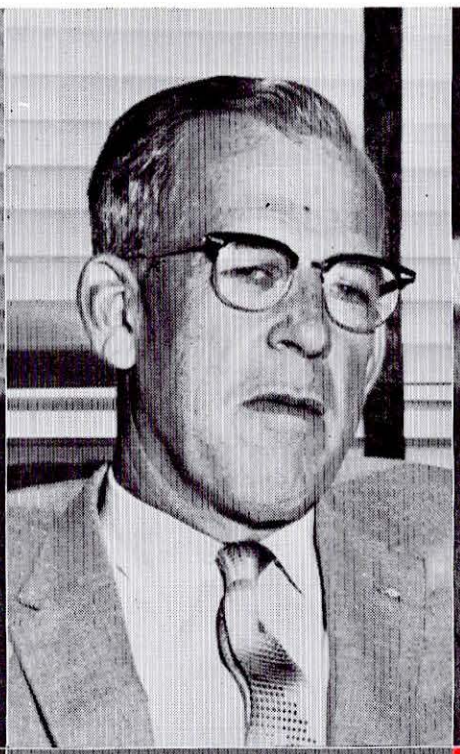
North American's pressurized hopper offers **versatility** for dry-bulk products..... p. 16

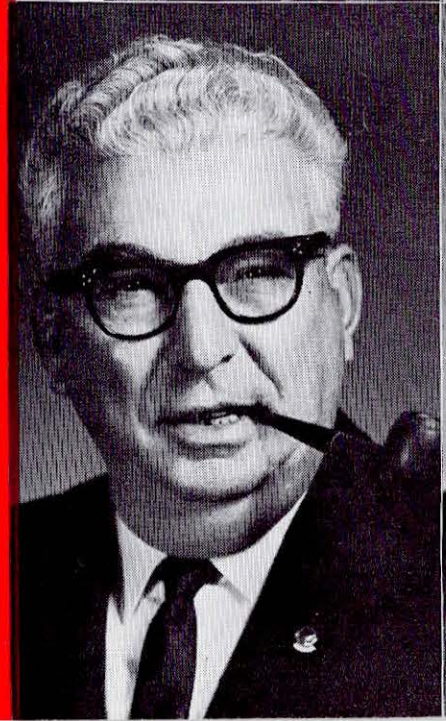
November 22, 1965

RAILWAY AGE WEEKLY



Perry S. Heath
H. E. Gilbert
Charles Luna

George H. Harris
Neil P. Speirs



THE OPERATING BROTHERHOOD CHIEFS TALK ABOUT: PLANNING FOR 1966— AND BEYOND p. 18

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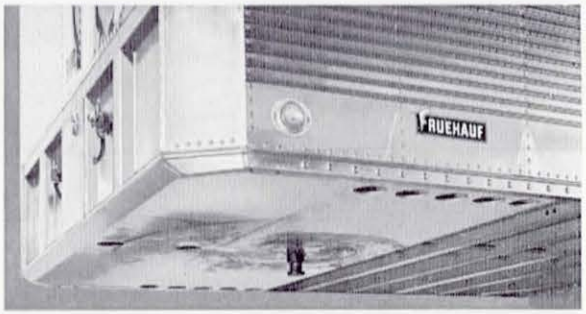
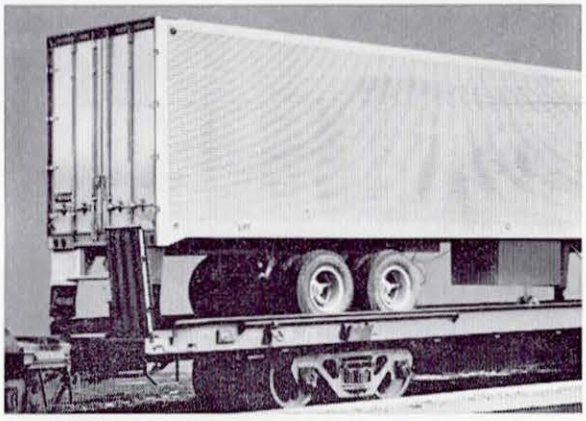
First for profitable piggybacking— FRUEHAUF'S Volume★Van PLUS

Here are just a few of the reasons for the profitable, dependable performance that makes Fruehauf's Volume☆Van PLUS the Number One choice of piggyback operators everywhere. Your local Fruehauf representative will give you many more reasons... and explain how you can make profitable use of them in your operation. **Fruehauf Division, Fruehauf Corporation, 10940 Harper Avenue, Detroit, Michigan 48232.**

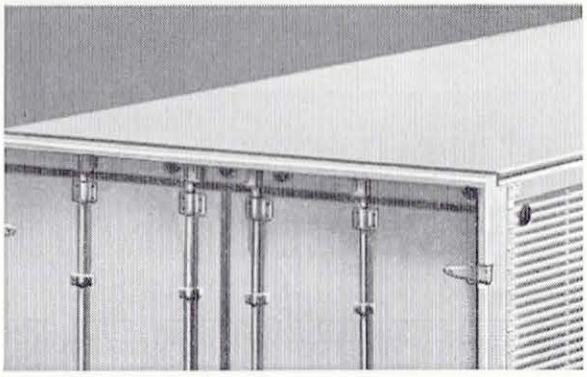
Rugged, Integral Heavy-Duty Front Bulkhead* protects drivers, cargo and equipment. **Steel Vertical Box Members,** 18″ long and 2″ thick, rise from a full-width horizontal supporting beam in the bottom of the trailer's nose to insure maximum strength to withstand shifting loads. **Swivel Brake Connections** recess into Bulkhead* for protection when disconnected. **Heavy-Duty Low Level Upper Coupler** provides maximum inside height and strength. **One-Piece King Pin,** welded directly to the mounting structure, has exceptional strength and rigidity. **Pick-Up Plate** integrates into the Bulkhead for added impact protection.



Single Welded Steel Structure combines door posts, header, internally-gusseted box section crossmember, ICC bumper and bumperettes—results in extra stability and strength. **Exclusive Fruehauf Lock Frame Super Anti-Rax**** **Latches** prevent relative movement of doors and wear on door seals—help stabilize entire rear end. **Plymetal Doors** seat on sponge rubber gasket, providing a lasting seal against water and dirt under all piggyback conditions. Strongest, safest rear end ever.



One-Piece Aluminum Roof is permanently leakproof. All fastenings are on the outside of the trailer walls. **Roof Bows,** on 24″ centers, are bonded to the roof to reduce torsion and twisting, eliminate rattles, increase overall strength.



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The Ops' chiefs plan for

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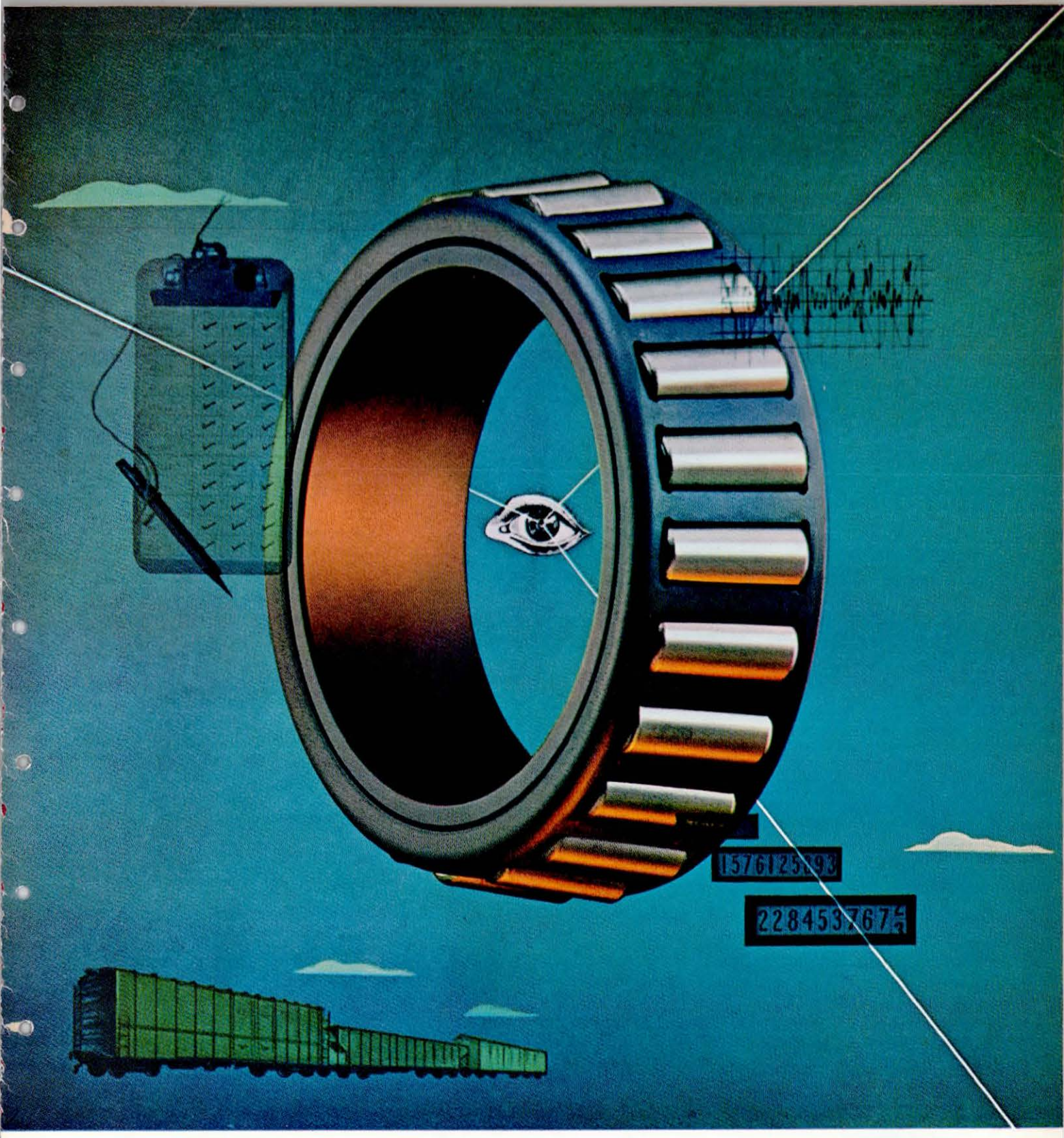

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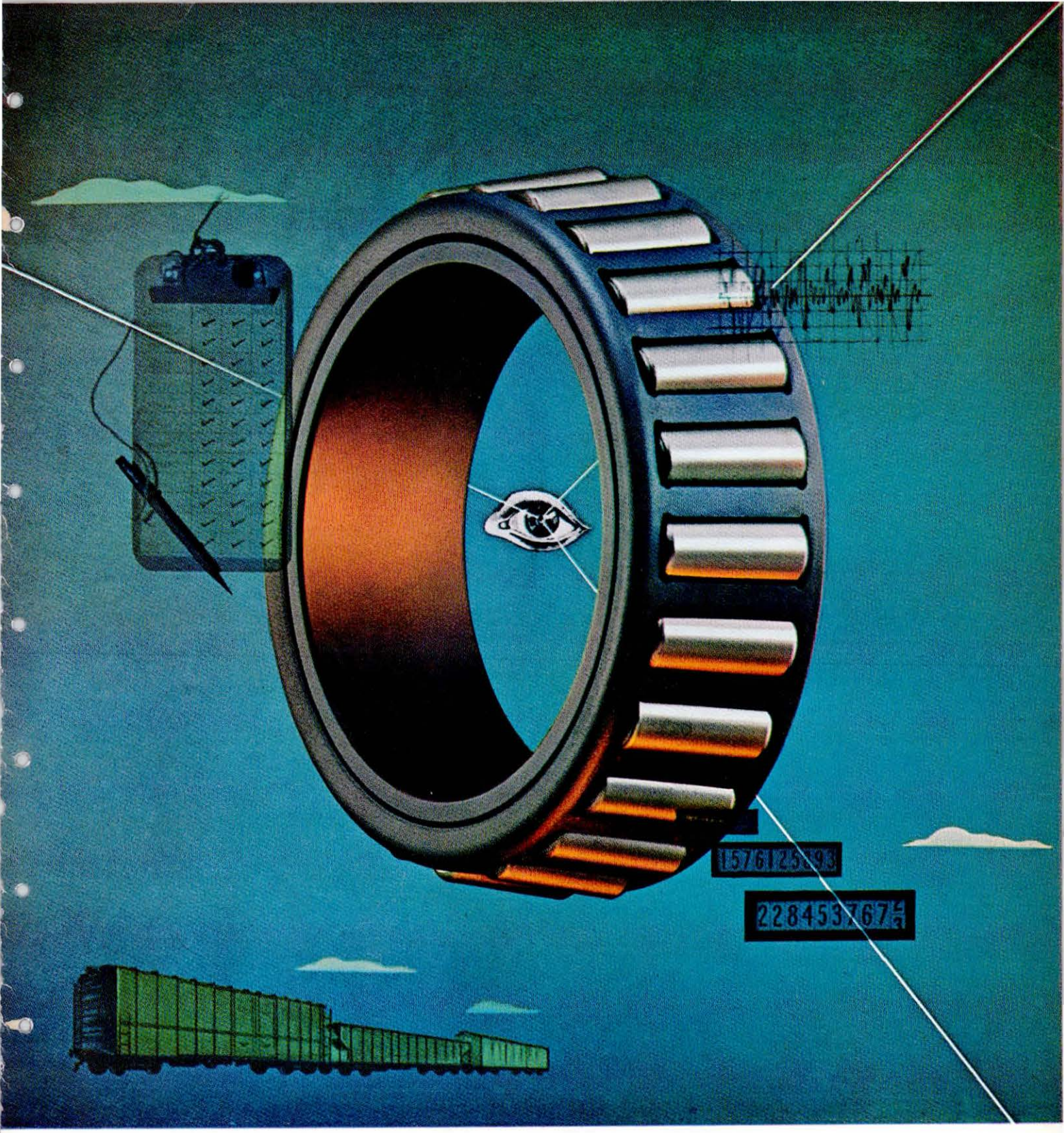

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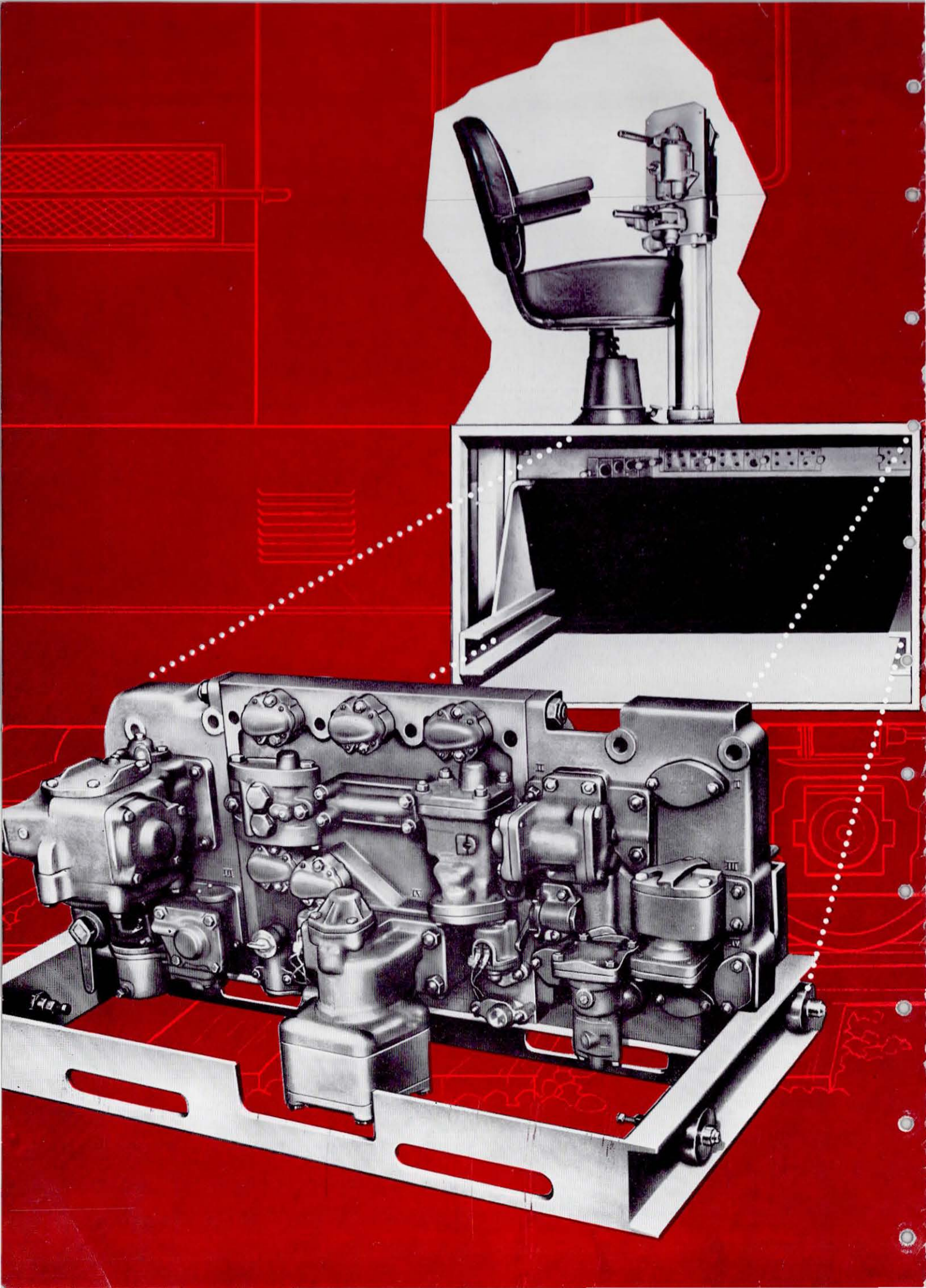
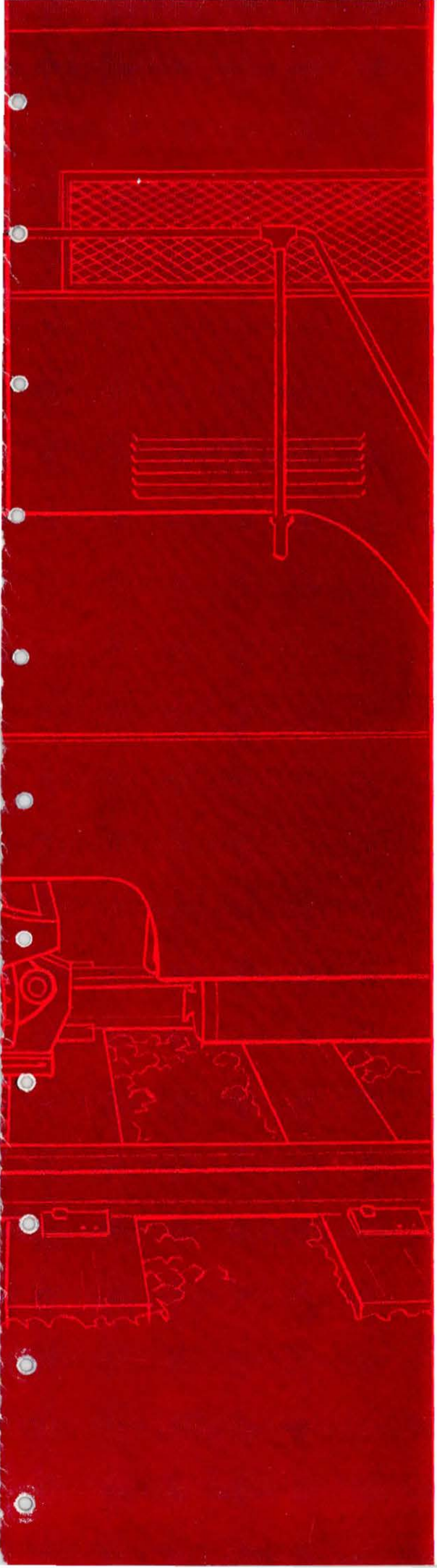
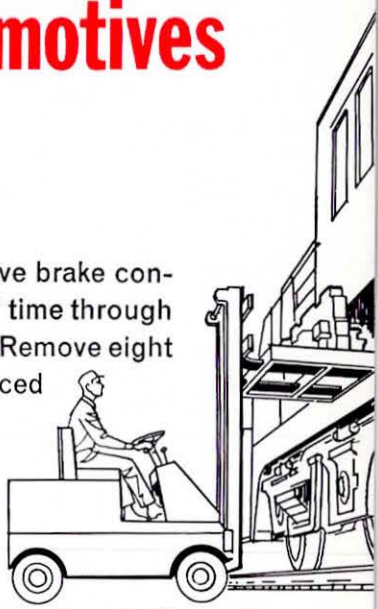




WABCO's New 26-L Unitized Brake Equipment with interchangeable panel keeps locomotives on the go



Here is the first panel-mounted locomotive brake control system. It cuts costly "out of service" time through quick and easy maintenance procedures. Remove eight nuts, and the entire panel can be replaced with another panel.

Locomotive builders save time and money with the new WABCO 26-L Unitized Brake Equipment. The panel-mounted control devices minimize pipe fittings problems since piping is greatly reduced. Separate mounting bracket for each device is eliminated, and ordering and inventory are greatly simplified.

Railroads eliminate many maintenance problems because any panel-mounted control device can be removed from the panel without disturbing the other devices and without breaking any pipe connections. Because all these devices feed through one common manifold, the possibility of leakage is greatly reduced.

The panel-mounted control devices are standard 26-L equipment components and designed to eliminate trouble—there are no piston rings, slide or rotary valves. The magnet valves, double check valves, and check valves are improved designs that are simpler and permit extended periods between cleaning.

For complete information, contact your Westinghouse Air Brake Division representative.

WABCO

WESTINGHOUSE AIR BRAKE DIVISION

WILMERDING, PA./Westinghouse Air Brake Company

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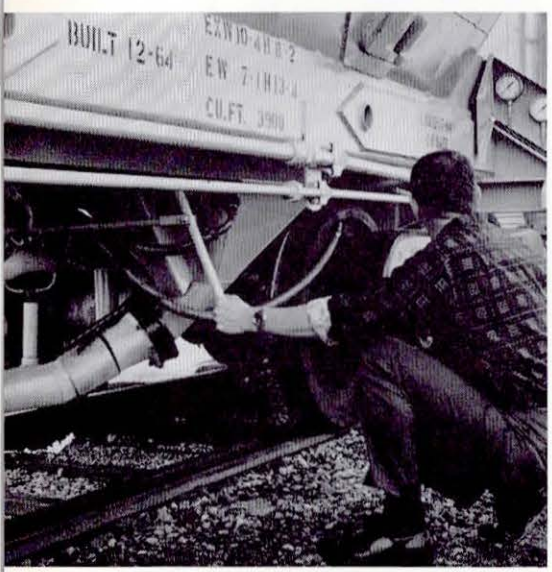
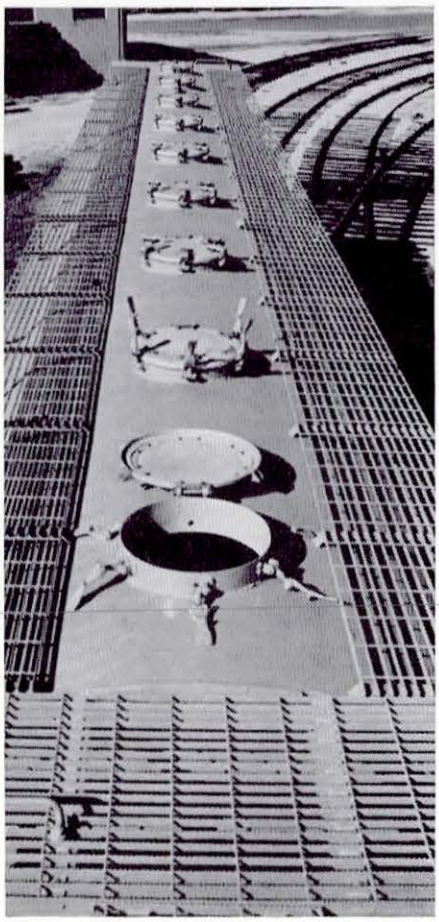
BODY AND UNLOADING SYSTEM for new covered hopper were designed and built by the Butler Manufacturing Co.



ONE-MAN OPERATION of unloading process is seen as economy for users. Control valve sets up differential between interior of car and the outlet hose.

THREE HATCHES can be used for filling each of the car's three compartments. Each compartment is separately controlled for pressure unloading.



Wide size range moves on new car

North American covered hopper can accommodate dry-bulk commodities in varying sizes.

Powder to pellets to pebbles—that characterizes the range of sizes of dry-bulk products that can be unloaded from North American's pressure differential covered hopper car, recently introduced to industry and traffic officials.

The car, named Pd 3900, has a shell and unloading system designed and built by Butler Manufacturing Co., in-

ventor of the PD unloading system used for years in highway transports and mobile storage. The prototype is 60½ feet long with a capacity of 3,900 cubic feet. There are three compartments, each with three loading hatches. One common outlet is used for unloading.

● **Here's how it operates.** The carbody or shell is pressurized to about 14.5 pounds per square inch. Pressure in the delivery line is about two pounds less. The difference in pressure causes the dry bulk material to flow rapidly from the car on a cushioning stream of air. The steep-slope hopper design, employing individual aeration and control valves, combines to give a complete product clean-out. All the receiver needs is a storage bin.

● **Versatile new tool.** E. C. R. Lasher, North American's president, says, "We think we have developed the first really universal pressure-differential car. It will enable shippers and receivers in the chemical, plastics, food processing, cement and other industries to cut bulk distribution costs. This gives real utilization of equipment. Utilization means less cost per ton shipped, and that means more profits.

"The Pd 3900, under test for nearly a year, recognizes that many plant unloading facilities are of the positive pressure type. Our main objective was to come up with a car that would be as versatile as possible in the range of product sizes. It would unload rapidly and yet preserve the original form and structure of the product. This car completes our pneumatic covered hopper fleet, including our vacuum unloading cars already successfully in use."

According to North American, "In today's market place, the supplier is asked to render even greater service including the holding of inventory. Yet he must be prepared to make immediate deliveries. Pd 3900 puts the product where the action is: carload lot, break bulk, hold and break bulk. It gives the customer what he wants, when he wants it."

● **120 dry products tested.** George J. Kubelik, general manager of Butler's transportation equipment division says the Pd 3900's pneumatic unloading system "can convert any rail siding into a satellite distribution center. The car can be used for storage or transfer of cargo or can unload cargo into portable storage units equipped with their own pneumatic system. Butler engineered the car's unloading system on the basis of tests it had conducted during the past four years on 120 dry flowable products. Because this is a low-pressure system, the original physical form and structure of the product is preserved during unloading. Since it is a closed and sealed system, product contamination is eliminated." ■

RAILROADING AFTER HOURS WITH JIM LYNE

LYNE

ACTIVE IN RECRUITING—We get a lot of mail in this place on the subject of recruiting and training of employees and supervisors—and most of the writers seem to believe that the railroads are less active in this sector than other big industries are. Perhaps of some railroads, this observation might be accurate—but not of all of them, by any means.

For example, New York Central's manager of employment, Earle Adamson, tells me the road's recruiting people made 132 visits to schools throughout the nation in the 1964-65 season and offers "career opportunities to all graduates regardless of degree category." They are offering an unusually complete illustrated booklet, describing the opportunities afforded and duties required of the principal railroad departments.

A foreword by President A. E. Perlman says that his railroad "offers many outstanding career opportunities for men with technical training, accounting, market research specialists, salesmen, lawyers, and in a number of other transportation activities."

He invites those interested to get in touch with a company representative, to talk the matter over.

LOADINGS FIGURES—P. J. Kendall of Alameda, Calif., doesn't think too highly of carloadings totals as a measure of railroad traffic volume. For instance, he points out that in the Oct. 9 week, loadings showed a decrease of 3.4% under the comparable 1963 week—while revenue ton-miles were showing an increase of more than 5%.

PJK believes the emphasis put on cars loaded may give the erroneous impression that traffic is declining when, actually, it is trending upward.

The AAR greatly improved the value of its weekly traffic report when it included an estimate of ton-miles, but the railroad figures are not comparable with the trucking totals which show only tons handled. The trucking figures do not include truckloads or ton-miles, hence cannot be compared with the railroad figures.

It would be a convenience if the truck and railroad totals were strictly comparable. Meantime, with the present relative prosperity on the railroads, there's still nothing to be complacent about. Railroad traffic is trending upward, but not nearly as much as it should be.

CANADA'S PR 'DEAN'—In Canada, there's no doubt as to who is the "dean" of public relations practitioners — it is Walter S. Thompson, who retired 15 years ago as public relations director of the CN, and who was recently proclaimed again as "dean" by the Montreal Press Club on attainment of his 80th birthday. The Montreal Star referred to him as "the undisputed founder of his profession in Canada."

WST had several factors working in his behalf. One was indefatigable energy. Another was widespread acquaintance throughout Canada, and constant readiness to answer all requests for information. A third factor was that, for some 10 years, WST worked for Sir Henry Thornton (Indiana-born president of the CN) who had great skill at public relations himself; and gave his full cooperation to his PR people.

MEXICO'S BILINGUAL TIMETABLES — Speaking of bilingual timetables, French-English or Spanish-English —Pancho Scanlan, executive representative in Washington, D.C., of the National Railways of Mexico—has sent me copies of an English edition and a Spanish edition of his railway's timetables. These are public timetables, of course—the operation timetables of the NdeM are printed in Spanish, exclusively.

The timetables Pancho Scanlon sent me are not exactly alike. That is, the English edition does not show the detail on all services, as the Spanish version does. And the Spanish edition uses the 24-hour time designation (omitting a.m. and p.m.).

The Spanish edition also contains advertisements—mostly of hotels. One of these holds itself out to provide "morality and comfort." I note that the first-class fare from Nuevo Laredo to Mexico City is slightly less than 1¢ a mile—railway fares in Mexico being, perhaps, the biggest travel bargain in the Western Hemisphere.

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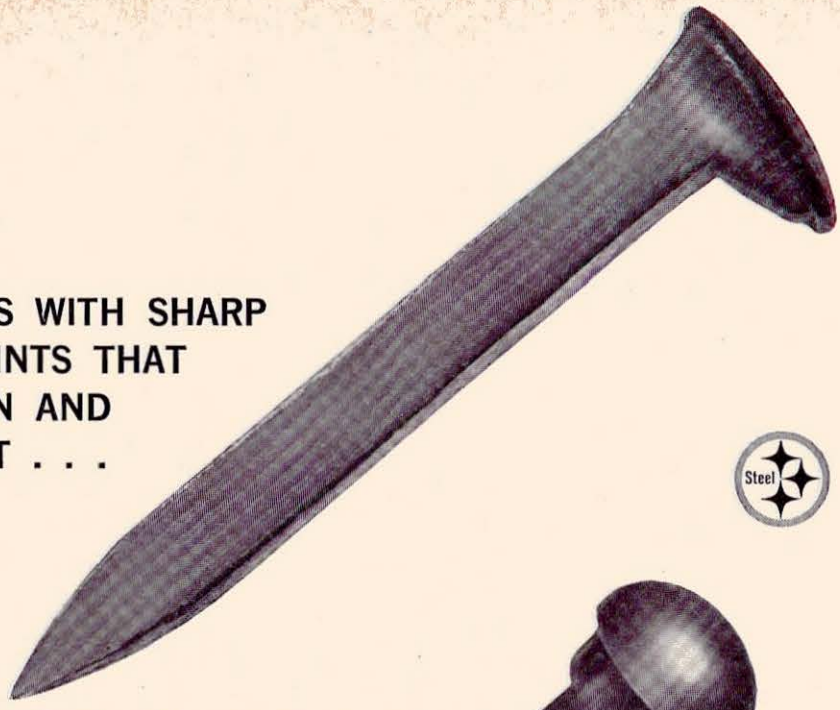

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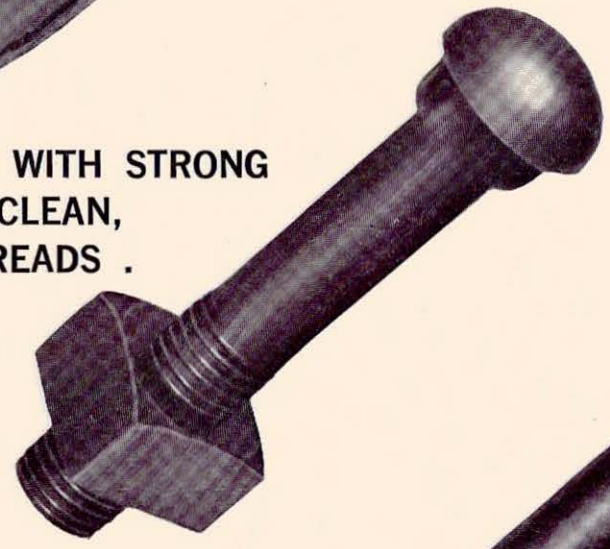

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THE OPERATING BROTHERHOOD CHIEFS TALK ABOUT: PLANNING FOR 1966— AND BEYOND

The award of Arbitration Board 282 will be a major target of union sniping next year. Also ahead: More pressure on the economic front over wage-benefit pacts. p.18

Railroads turn off the 'fireman-on' steam

The BLF&E's latest demands to get firemen back in the locomotive are meeting strong resistance **p.11**

Pressurized hopper offers versatility

North American's new dry-bulk commodity car enables shippers and receivers to cut their distribution costs ..**p.16**

New container ship enters service soon

The White Pass & Yukon will inaugurate an $8-million container-handling operation on Dec. 2 .....**p.30**

The Action Page—Why no brotherhood mergers?

A merger of transport unions, it has been suggested, would improve collective bargaining in the industry ..**p.38**

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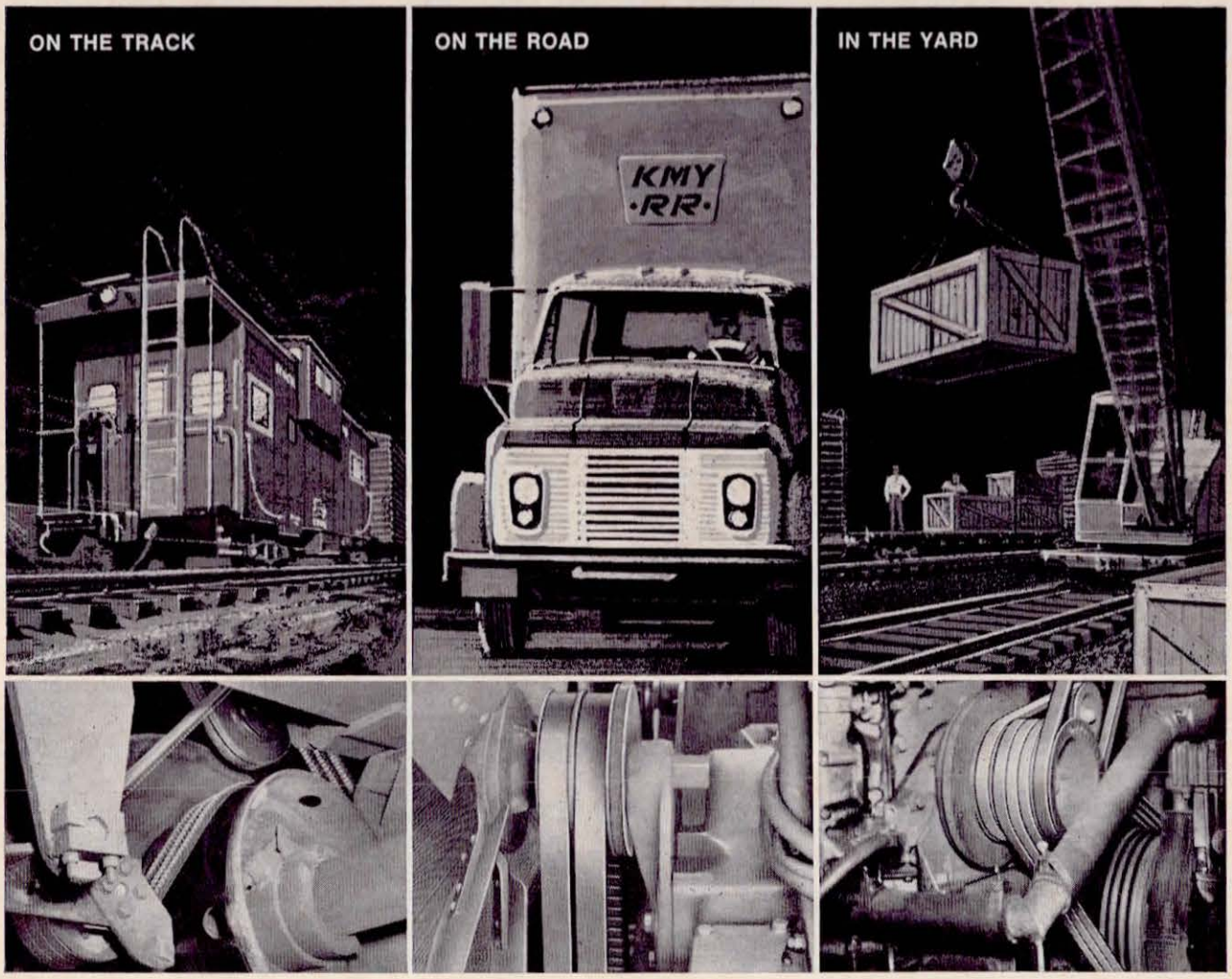

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SHORT AND SIGNIFICANT

New York Central wins Golden Freight Car Award

Railway Progress Institute's prize for the top railroad advertising and promotion program of 1965 went to New York Central. NYC accepted the Golden Freight Car Award at RPI's annual dinner in Chicago last Thursday. Awards of Merit went to four runner-up railroads: Santa Fe, Denver & Rio Grande Western, Louisville & Nashville, and Chicago & Eastern Illinois.

●

Pennsylvania 'Corridor' study planned by state

Study of the potential for high-speed passenger service over the main line of the Pennsylvania between Philadelphia and Harrisburg, Pa., is being undertaken by Lewis T. Klauder & Associates, Philadelphia consulting engineers, under a contract awarded Nov. 11 by the Department of Commerce of the Commonwealth of Pennsylvania. Possible schedules and the engineering problems of track alignment and equipment will be phases of the investigation, which is being made under the Commonwealth's recently enacted Urban Mass Transportation Assistance Law. The proposed 103-mile interurban operation is the first such service study authorized under the act; prior emphasis has been on urban transportation.

●

Perlman calls for a national car-control center

A daily record of the nation's 1.8 million freight car fleet could easily be kept if the industry would create a national computer center—"perhaps in Chicago"—New York Central President Alfred E. Perlman said last week. Perlman, addressing the Railway Systems and Management Association in Chicago, said the industry doesn't have a unified approach to improving equipment utilization. "We are relying on theories without facts to back them up, and we are resorting to out-moded, historical techniques which no longer fit the problem," he said. He suggested regional controls to keep track of seasonal variations in car needs.

●

Survey completed for new Canadian railway

Location surveys for the Alberta Resources Railway have been completed to the Smoky River coal field in Alberta, about 100 miles northwest of Hinton on the Canadian National's Edmonton—Jasper main line (RA, June 14, p. 7). Clearing for the first 60 miles of this route is expected to proceed this winter; grading will follow as weather permits. Engineers for the CN (which is building the new railroad for the provincial government) report that a survey helicopter—only one of its kind in Canada—has been used for the first time in plotting and locating a Canadian rail line.

●

N&W-NKP merger case reopened by ICC

The Norfolk & Western-Nickel Plate merger case will be reopened by the Interstate Commerce Commission for the limited purpose of considering petitions by three other roads that want to join the system. Last September, separate requests for inclusion in the year-old N&W-Nickel Plate consolidation were filed by Boston & Maine, Delaware & Hudson and Erie Lackawanna. Last August, a joint petition for E-L's inclusion was filed by the State of New York, the New York Port Authority and New York City. A pre-hearing conference on the petition will be held in Washington Dec. 13 to establish guidelines for the reopened proceeding. Hearings will begin in Washington Feb. 14, 1966.

MONDAY MORNING REPORT

International transport and the White House

Later this month President Johnson is scheduled to call together in the White House a group of distinguished Americans to get a report on U.S. participation in the International Cooperation Year. The "ICY," which originated in the United Nations, is specifically devoted to the furtherance of cooperative activities on all levels in a search for world peace. Participation by the United States was proclaimed last year by the President. Among the 30 different areas deemed vitally important for expanded international cooperation is transportation, and William B. Johnson, president of REA Express, was named to head up a committee of 35 leaders in the transportation field to study the problem. A number of prominent railroaders are in the group.

Rough sailing on the sea of paperwork

Out of the various studies made by the sub-committees of the transportation committee came agreement on one pressing problem: There's entirely too much paperwork involved in international transportation. "Documentary requirements have grown to such proportions in volume and duplication that it constitutes a 'red tape barrier' which not only impedes our exports and imports, and raises costs for all concerned, but creates reciprocal or rather retaliatory trade barriers in other countries," says REA's Johnson. For example, 43 separate and distinct forms must be used at one time or another for shipments exported from the U.S., while 80 are required on imports. As a result, many companies that could contribute to a more favorable balance of payments for this country have been discouraged from getting into international trade.

Some progress being made in solving the problem

Rips in the paperwork barrier are beginning to show on a number of fronts, Johnson believes. Governmental and private agencies, and the maritime and air line industries are making progress toward controlling the problem. And a number of East and West Coast shipping organizations have recently proposed a master-form-bill-of-lading, hailed as a major breakthrough in the fight for simplification. At the White House meeting Johnson's transportation committee will make specific recommendations in this matter.

Recommendations for other trade improvements

The transportation committee is also doing last-minute editing of other recommendations it will make to the President. Among them: A growing need for improved terminal and transportation systems in the emerging and under-developed nations (also cited as a U.S. need); more progress in the adoption of uniform standards for containers; international transportation training in economics, finance and general transportation; a need for better statistical data on international trade; better coordination of transportation aid programs through a central clearing house; and establishment of a World Transportation Center.

ICY—A milestone for the United Nations

Johnson believes that the transportation report to the President will become a blueprint of at least certain U.S. objectives in international transportation. He predicts that the International Cooperation Year will be ulimately recognized as a major milestone for the UN, and that the transportation committee will make a valuable contribution to that success—"to the achievement of ICY's fundamental goal, which is peace for all mankind."

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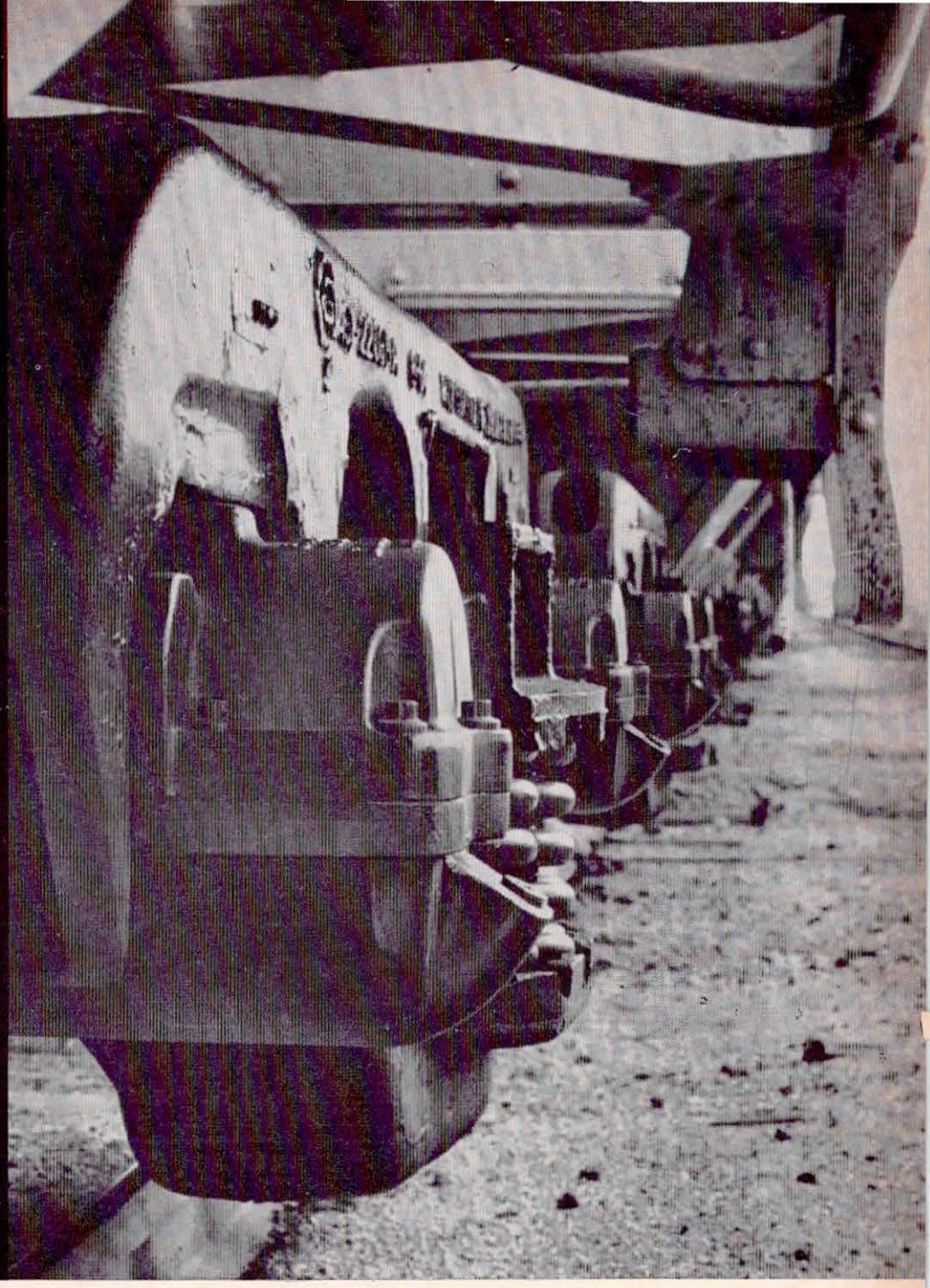

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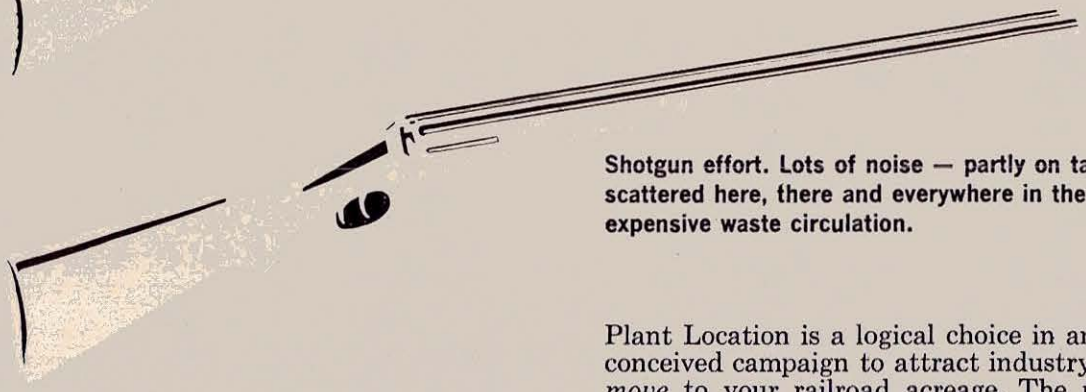

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RAILWAY AGE WEEKLY

NOVEMBER 22, 1965

- **The issue: The BLF&E has drawn up a set of demands revolving around getting the firemen back into the locomotive.**
- **Railroad spokesman Wolfe: "Positions of locomotive firemen that were discontinued under Award 282 will not be restored."**
- **BLF&E Chief Gilbert: "It's an unbridled massacre of the jobs, earnings and seniority rights of firemen."**

Railroads turn off the 'fireman-on' steam

The Brotherhood of Locomotive Firemen & Enginemen has launched its "fireman-on" campaign—and the railroads, reacting swiftly and forcefully, are saying "never."

Within little more than two hours last Monday in Chicago, the battle lines were drawn. First, BLF&E President H. E. Gilbert called a press conference to spell out the brotherhood's demands, as contained in three separate notices being filed with management of about 190 roads on which the union holds contracts for firemen. Then J. E. Wolfe, chairman of the National Railway Labor Conference, met with the same collection of newsmen to tell the railroads' story—which is, simply, that "firemen are not going to be restored in this industry, not under any circumstances."

● **What the firemen want.** The BLF&E's new demands cover three areas:

—Employment of firemen on all freight and yard locomotives, with the exception of certain daylight yard and branch-line assignments.

—Restortion to employment with original seniority of employees severed under the award of Arbitration Board 282 and monetary reimbursement of those men "improperly separated, or who were deprived of seniority rights or who incurred expenses when forced away from their home to work at other terminals."

—Initiation of a joint training program for firemen to train them over a three-year period "in the technical and operating skills they need for their own job and for promotion to locomotive engineers."

● **Railroad 'massacre?'** Gilbert accused the railroads of engaging in "an unbridled massacre of the jobs, earnings and seniority rights of firemen." And he emphasized the brotherhood's position with regard to Board 282's award—that it represented only a temporary suspension and alteration of the 1950 diesel agreement, which provided for use of firemen on virtually all locomotives.

The award is due to expire March 31, 1966. And what happens then? Gilbert declared that "lacking an agreement in the meantime, the brotherhood will insist that all freight and yard locomotives be staffed with locomotive helpers. If such is not done, the brotherhood will have to assume that management is attempting to change an existing contract outside the procedures of the Railway Labor Act. Management would be creating a major dispute in which 'self-help' is warranted. Any such crisis would be management-dictated."

● **NRLC fires back.** Wolfe's reply was sharp: "My first reaction, based on an earlier study of the notices, indicates that it is largely, if not entirely, an illegal document."

NRLC's chairman said the part of the notice dealing with restoration of firemen is identical to a proposal submitted by the BLF&E more than two years ago: "It was rejected then, it will be rejected now—and this rejection will carry on in perpetuity."

Other BLF&E demands drew similar reaction. As for restoration of individual firemen who were separated "either voluntarily or unvoluntarily, they accepted generous severance allowances and they are no longer employees for purposes of the Railway Labor Act. This part of the notice is clearly illegal."

● **Wrong union?** And as for the engineer-training program demanded by the firemen, Wolfe said, "the notice was not served by the proper union. It is traditional that the union holding the bargaining rights for the craft in which apprentices are seeking the skill to become journeymen is the bargaining agent for both the trainee and the skilled employee. In this case, it would be the Brotherhood of Locomotive Engineers. Therefore, this part of the notice would create a new craft in contravention of the clear provisions of the Railway Labor Act and the existing regulations established by the National Mediation Board."

Wolfe also made it clear that the railroads have no intention of losing the initiative they established during the long work-rules fight, dating back to 1959. It will be the carriers' position, he declared "that the positions of locomotive firemen that were discontinued under Award 282 will not be restored. Instead, our experience under the award discloses clearly that all firemen in freight and yard service should

WATCHING WASHINGTON WITH WALTER TAFT

TAFT

• **COMMISSIONER PAUL J. TIERNEY** of the ICC has been talking recently about the major role of costs in current carrier rate making. He says only short-sighted carrier management now ignores costs in reaching pricing policy decisions. The Commissioner goes on to explain that reliable cost information has become essential to a regulatory agency charged, like the ICC, with implementing the National Transportation Policy.

Tierney has in mind especially the Commission's duty to implement the policy's call for recognition and preservation of each transport mode's inherent advantages. So, he follows through to emphasize that cost of service "permeates every significant rate proceeding." And he notes how it has been pointed up as a "major factor" in cases involving such growing current developments as containerization and piggybacking.

THESE DEVELOPMENTS and other current trends convince Tierney that surface transportation is at the point where the rate of progress in improvement of cost data "must be accelerated." The Commissioner recognizes that "this will not be a simple task." Meaningful solutions, he advises, "will require a concerted, cooperative effort on the part of the Commission and the carriers it regulates."

THE OPENING WEDGE, Tierney hopes, will be forged in the No. 34013 case. That's the rule-making proceeding instituted by the Commission more than three years ago to propose adoption as its own of cost formulas developed by its Bureau of Accounts. The formulas involved include Rail Form A and Rail Terminal Form F, which are used to develop freight-service costs. Similar formulas designed to develop trucker and water-carrier costs are also involved.

THE COMMISSION'S PROPOSAL contemplates that the formulas would be accepted in competitive rate cases as prima facie evidence of the facts which they purport to establish. The proposal is advanced in the hope that it will improve the quality and reduce the quantity of cost evidence, meanwhile eliminating controversy about admissibility of such evidence.

THE RAILROADS oppose the proposal as a threat to the freedom carriers now have to tailor cost evidence to differing operating conditions. This presentation has been submitted to the Commission, as have position statements of other interested parties. The case is now before Examiner J. S. Kaplan for preparation of a recommended report.

TIERNEY'S OBSERVATIONS also recall that anticipation of cost's present importance came from the late Joseph B. Eastman more than 30 years ago. In his depression-time role of Federal Coordinator of Transportation, Eastman made a report predicting, as Tierney summarizes it, that "with the growth of competition among the various forms of surface transportation, costs would become an increasingly important factor in rate making."

EASTMAN then urged the railroads to adopt cost-accounting procedures. They resisted, preferring to continue their practice of making special studies when cost data were needed. While Eastman was thus thwarted, he had a sense of humor about it. He said he had learned that railroads were figuring quite precisely the costs of answering questionnaires he was sending out to gather information for studies he was required to make as coordinator. And he found it "comforting to know that, in this instance a least, they have accepted cost accounting as practicable."

be discontinued; that there is no need for firemen in commuter service, and that in most instances, hostlers could and should be discontinued."

• **No Agreement.** Gilbert and Wolfe were far apart on virtually every point —including their assessments of the carriers' savings under Award 282, their views of the nature of the award and their opinions regarding a possible strike by the firemen.

The BLF&E chief charged that "conservatively, railroad corporations have already saved more than $250 million in firemen's wages over the 20-month period." Wolfe termed the estimate "a little high. . . . I wish it were correct," and noted that the savings figure is usually figured at about $10,000 per man —which would put the theoretical total at about $175 million, on a basis of 17,500 firemen separated. NRLC's chairman pointed out, however, that railroads have also paid out "a tremendous amount in severance."

BLF&E and railroad views on the life of the award are also at odds. The union argues tht the basic agreement has not been changed, and that conditions must revert to those prevailing under the 1950 diesel agreement as of next Mar. 31, unless some other agreement is negotiated before then. The carriers regard Award 282 the same as they do any other arbitration award— an open-end thing which remains in effect until something is negotiated to make a change. In other words, the award may "expire" at the end of March, but its provisions continue in effect.

• **What About a Strike?** Neither Gilbert nor Wolfe brought the word "strike" into their discussions—but they didn't hesitate at taking firm poitions under questioning. The BLF&E president warned that the union's interest in collective bargaining shouldn't be taken "as a disinterest in fighting for its rights come Mar. 31, 1966. We have a collective-bargaining greement with these railroads that requires the employment of locomotive helpers. That agreement will be reinstated in total at 12:01 a.m., Mar. 31, 1966, or we will be ready to take whatever action is needed."

• **'We'll do what's necessary.'** Wolfe was even more firm. The fireman, he emphasized, "will not be restored, and the railroad industry is prepared to do whatever is necessary to support that poition. If a strike is the end result, the railroads will defend the position outlined—and it will be unanimous."

NRLC's chairman said the notices served last Monday appear "so clearly unlawful that we will not permit a strike of any railroad or any group of railroads or on a national basis." ■

'66—and beyond

Action on the railroad labor front will be stepped up in 1966 as the award under Arbitration Board 282 runs out and the unions come up with new economic demands. And grumbling is growing louder over the 1964 White House settlement of the so-called secondary issues in the work-rules case.

fireman question—involving not only the basic differences between carriers and engine-service organizations but also the continuing feud between the BLE and the BLF&E. The carriers and the BLF&E are far apart in their positions as to what, if anything, happens at the end of next March.

The Firemen have been adamant in insisting that once the award expires, blanked jobs be restored. But so far as the carriers are concerned, the question of whether firemen need be employed has been settled. And even among observers in the other unions, the BLF&E position seems to be regarded, privately, as pretty unrealistic.

It has been no secret, however, that the BLF&E was preparing an extensive list of demands—some covering the fireman-off issue, others dealing with economic proposals. Notices on the diesel-fireman matter have already been served—and they're viewed by NRLC's Wolfe as largely, if not entirely, illegal, premature, improper.

● **Disputes hang on.** In the thinking of brotherhood leaders, these are two of the big points for '66—dealing with the Board 282 award and serving various economic notices as moratoriums end. But they aren't the only issues on union minds: All five of the union presidents express some dissatisfaction, ranging from mild to intense, with negotiations and the implementing of agreements on the 1964 White House settlement of so-called secondary issues.

The secondary-issue settlement covered such items as holidays, away-from-home lodging or expenses, manning of self-propelled work equipment, combination of road and yard service—and the ORC&B's Harris is particularly vocal with his opinions on the handling of final settlements. On the lodging issue, for example, he charges that many carriers "place their own interpretation upon the word 'suitable' and seem to feel that the accommodations occupied by employees for many years are suitable, even though such accommodations are very little, if any, better than that provided in 'skid-row' hotels. I have had an opportunity to visit a few of the accommodations which are objectionable to our local people and I have found in every instance that they do not measure up to our understanding of what was intended when this agreement was negotiated."

● **A brighter image?** Regardless of what the specific issues next year may be, however, perhaps one other point should be made: Almost without exception, union leaders believe they're going into the new year and its negotiating problems with an improved public image.

On the following pages, the leaders of the BLE, BLF&E, BRT, ORC&B and SUNA tell Railway Age how they are looking at '66—what they want to do, how they want to do it, why they think the image is improving, how they regard present climates for negotiations.

Perry S. Heath — BLE

H. E. Gilbert — BLF&E

1 What specific programs do you plan for 1966 in the area of things "for the good of the organization"?

We have, of course, the BLE convention coming up in mid-1966—and, quite naturally, this is going to occupy our attention greatly. After the existing moratorium provisions expire, we will move into another wage movement. We will also have something with regard to supplemental pensions—as additions to the retirement benefits which our people will receive. These will most likely be the areas in which we'll be devoting our main efforts—these and, of course, further efforts to effect a BLE apprentice-engineer program.

We will be moving on three fronts. The diesel issue will be settled through collective bargaining. The much improved earnings and profits of railroad corporations must be shared with their employees. We intend to make our biggest move forward in recent years on economic issues. In Congress, the Senate Commerce Committee will be completing its legislative-oversight hearings on Award 282, and we will be there to complete the record against compulsory arbitration and the resultant mistreatment of employees who had their right to strike taken away. Also, our initial efforts to have the Hours of Service Law amended met with notable success in the last session. These efforts will be intensified.

2 What goals does the organization have in connection with the expiration of the award of Arbitration Board 282?

I don't know that we will be pursuing anything that we aren't pursuing now. We will be working for the apprentice-engineering proposition — and, as I indicated, we will probably have in mind a wage increase and the supplemental pension plan. These things are indefinite—they're hard to make predictions about.

We also want a voice in the decisions as to where firemen are needed—and we don't have that now. This was my contention before the Senate Commerce Committee — that engineers should be consulted, for the reasons of safety and of work burden, when proposals are made about use of firemen. Engineers are the people, as we see it, who really know where and when firemen should be on a locomotive. They should have a voice—but, under the award of the arbitration board, we have been cut completely out of having any voice in such matters. As to what kind of voice this should be—I would want it to be a flat "yes" or "no" situation. If the logic is what we think it is in this proposition, it should be an outright "yes" or "no."

Our main goal is to make sure compulsion does not happen again. I don't think the Congress wants it to happen again, either. The carriers are openly pushing for another two years of Award 282, but they will not be able, in my opinion, to avoid collective bargaining as they did in the 1959-1963 period. In addition to settlement of the diesel issue through collective bargaining, we will insist that the use of helpers (firemen) be much more responsive to the needs of public and employee safety than that contemplated by Award 282.

Again, collective bargaining will provide the final answer on restoration of jobs for locomotive helpers (firemen). A full-scale training program, to equip the helper (fireman) with all the technical knowledge and experience he needs on his own job, and eventually as engineer, is another of our major objectives, as it has been since 1960. Finally, we do not intend to let Award 282 pass into history without rectifying many of the injustices committed by the carriers against their defenseless employees.

Charles Luna—BRT

We'll have several programs. One that's a "must"—and I think we're a little behind on it—is the matter of supplemental pensions. We want our members and their wives to be able to live a decent, respectable life after retirement—and with the cost of living going up, it's impossible for a man to live in a city on the Railroad Retirement he can draw. We've had two meetings with Dan Loomis and his associates on this, and we hope to have another one. We're also moving on individual properties. We have mediation numbers on several railroads now, but the thing hasn't gone any farther than the mediation process.

I don't think there's any question as to the expiration so far as it affects us—it comes up Jan. 25, 1966. My goal has always been and still is the safe crew—and that has to be at least one conductor and two brakemen or one engine foreman and two yard helpers. As you know, we were successful in getting an agreement with the major railroads in the East, effective next January 25. This provides that they will have a one-and-two setup and that where they use one-and-three crews, the third brakeman or helper will be eliminated by attrition.

We haven't been able to get agreements like this anywhere except in the East. I've talked with several railroad presidents in other regions—they talk along the lines that they would be willing to sit down and discuss it, but nobody seems to want to be the first one.

I think everybody understands that I am not going to handle negotiations on our notices on a national or even a regional basis. Why? Because if you get into national or even regional negotiation, you can cause a national crisis by moving on all railroads at once. Where you negotiate on an individual basis, you can control the situation—and you don't hurt the community or the public.

George H. Harris—ORC&B

Our organization's quadrennial convention is scheduled to be held in June 1966. A general revision of our Constitution and Statutes is necessary at each such convention in order to bring the order's laws in line with federal laws and changing conditions in the industry. Many such revisions are necessary and long overdue, and it is my hope that at our 1966 convention we will be able to accomplish these changes. Membership is always a problem with our organization, as deaths and retirements cut heavily into our ranks. We expect to intensify our membership solicitation program among the ranks of road conductors and road brakemen during 1966.

On or about March 23, 1965, notice was served on all contract properties under the provisions of the Railway Labor Act as amended, requesting that in all classes of road train service the minimum crew shall consist of not less than one conductor and two brakemen. We feel that a crew size of a conductor and not less than two brakemen is necessary to provide the conductor with an adequate crew with which to operate his train safely and efficiently and to meet the requirements of the carriers' own operating rules and federal, state and municipal laws. This notice is currently being progressed on several properties and we expect to intensify this program during 1966.

Neil P. Speirs—SUNA

In 1966 and the years beyond, the Switchmen's Union will attempt to become more actively engaged in programs of local, state and national interest, which in our judgment are designed to benefit our members, labor as a whole, the railroad industry and the nation.

With the expiration of the award of Arbitration Board 282, the Switchmen's Union will employ the procedure we feel best suited to a particular situation or railroad, in an effort to restore some sense of realism and a common-sense application in the crew-consist area.

In my opinion, the chaotic condition resulting from compulsory arbitration of the crew-consist issue points up the fact that "settlements by compulsion" are short-lived and do not dispose of issues realistically.

As to bargaining generally, as the situation exists today, the carriers have no difficulty in obtaining injunctive relief from the courts in an effort to thwart collective bargaining. Government intervention in major disputes in the railroad industry is an almost accepted certainty. Thus, since the railroads can seek immunity through these and other means, there is little incentive on their part to bargain the issues out to a settlement.

The so-called "public-interest" philosophy, which has been developing toward national industries and especially the railroad industry, will not serve to stimulate collective bargaining on the part of railroad management. There are other factors of varying significance, but the foregoing, in my opinion, is the overriding factor.

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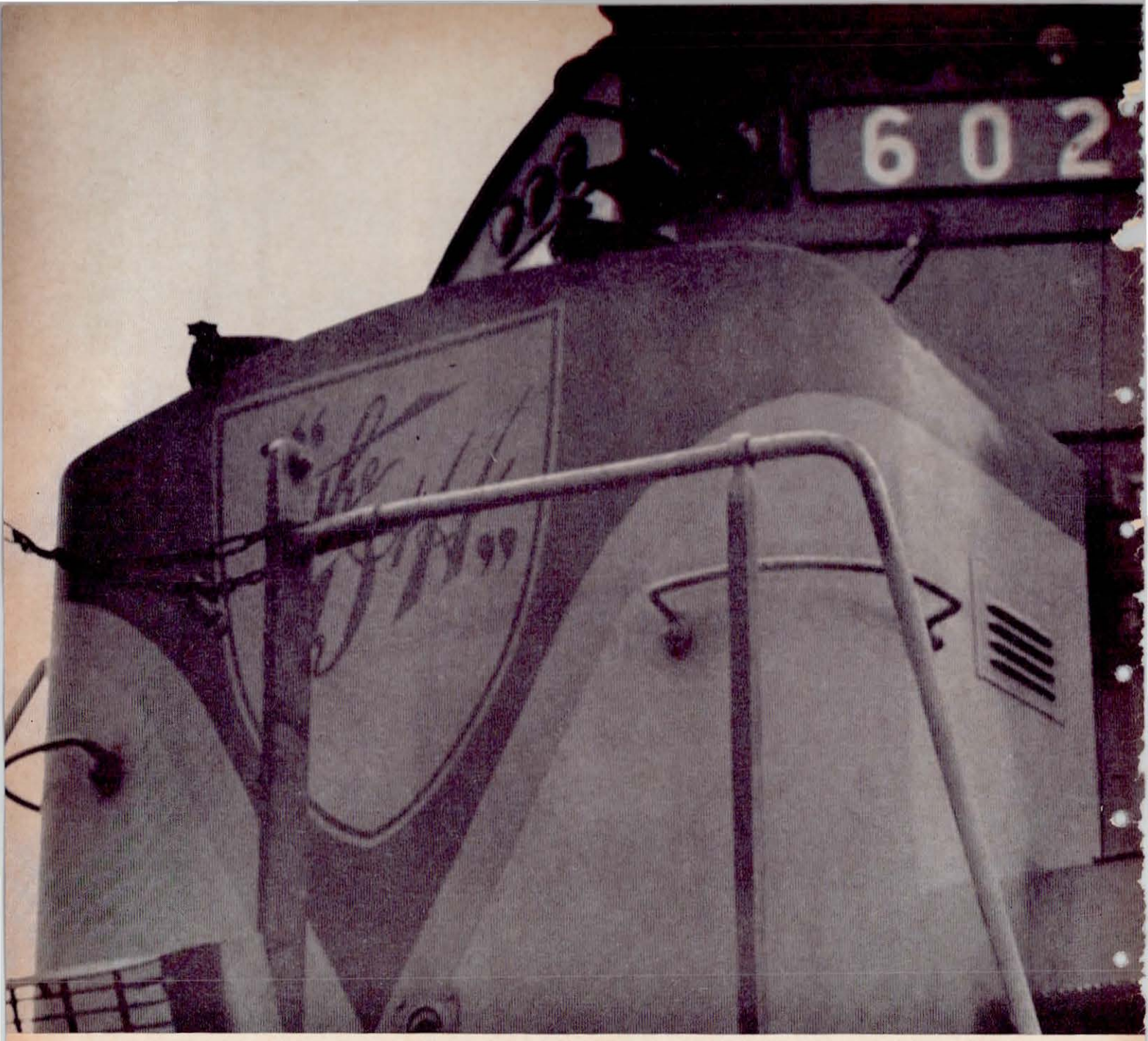

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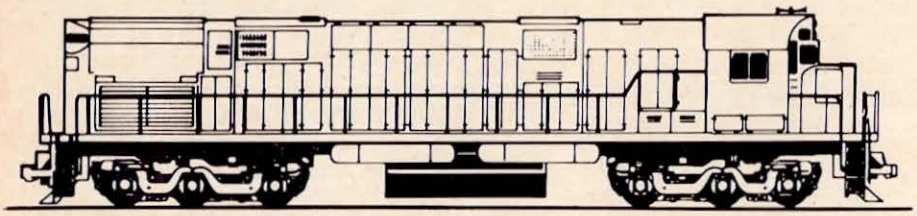

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3 In general, have your people on individual properties been able to reach final agreements on the points involved in the so-called secondary-issues settlement of summer — 1964? If not, what issues seem to be most troublesome?

Perry S. Heath — BLE

Partly yes and partly no. We have made certain lodging agreements, and some of them are quite good. There has been no agreement dealing with yard and road service—this is still one that has to be determined one way or another. We are talking at the moment about perhaps setting up arbitration on it, and setting up the terms of reference on just how it will apply in getting an interpretation. A number of our chairmen have started progressing time claims under this article, because some carriers have interpreted it unilaterally to mean that they no longer have to pay for work done in some yards or that they can take certain engines off. On other issues, we have been partly successful. I won't say 100%—it's hard to estimate. I would say that we have made a number of fairly good agreements and some that are questionable —and then on certain properties we haven't made any agreements at all thus far. Anyway, we are still negotiating. By and large, on lodging-away-from-home, for example—I don't think this will be a stumbling block. I think we will probably get it ironed out.

The matter of road and yard service seems to be the main problem right now. The question of interdivisional runs, of course, is something else. We are still talking on this—but I would estimate that it's been several months since we've had a meeting. There may be various reasons—I would say that one may be that Mr. Kheel was tied up for some time recently with the New York newspaper strike.

H. E. Gilbert — BLF&E

We have had agreements made, but we can't get all of them implemented. Here is another devastating thing, coming from the carrier representatives. We have been willing to bring in the two mediators named by the President —to bring them in to tell both sides what the settlement means and to help put a program into effect. The organization has been willing to do that, but thus far the carriers have refused to do it. The mediators know as much about the situation as anybody—maybe they know more, because they heard both sides. But the carriers refuse to accept them, and I think this is rather incongruous. Just recently I heard Mr. Wolfe ask why not bring in the people who made an arbitration award, because they know the most about it. And I said "Doc, that sounds odd, coming from you. Why don't we bring Dr. Taylor and Ted Kheel back on the disagreements over the White House settlement?" And Doc never said anything about it.

We are still trying to implement on many railroads that part of the settlement that deals with suitable lodging for men held away from home. Another very troublesome problem has been the question of eliminating the last yard engine and of what type of yard this applies to. But I think really I would have to put the matter of suitable lodging in the highest category of problems still involved in the White House settlement.

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4 At the time when present moratoriums on new wage-benefit notices expire, in what directions do you expect the organization to move?

Well, we've talked about the probabilities of a wage movement and supplemental pensions. I haven't felt anybody out on the pension matter—but I think that there's a general recognition all over the country, in the railroad industry and in all industry, that supplemental annuities are in order. More and more studies are being made, and I think that management people realize that sooner or later they'll have to face up to it somewhere along the line. And, of course, we intend to work on the apprentice-engineer program. I believe that the carriers are receptive to setting up a program like that—and this would be one of our big objectives.

Our specific economic goals will be read first by the railroads when they are served with our Section 6 notices under the Railway Labor Act. It is no secret that notices for wage increases and other items can be served after Jan. 1, 1966. Other economic issues cannot be dealt with until after July 12, 1966. In both instances, appropriate notices will be served. The specifics will be known later, but I look for moves to achieve significant wage increases, upgrading of wage rules, supplementary pensions, improved vacations, more paid holidays, and shorter work days and work weeks, among others. Frankly, the employees are determined to move forward in a big way in 1966.

Charles Luna—BRT

No, we haven't. We have had several meetings and we have settled on some of these points. There are some others I think can be settled if we ever get to the point where we all have enough time to sit down and talk. I find in conferences I have with Mr. Wolfe that we're not too far apart on the majority of things. But sometimes when our people go back and talk to the carriers' people, they don't exactly get together on what we were talking about. Now everyone understands and agrees that the White House settlement didn't write out any of the rules that were in contracts before. But, as I told them in the White House, we do want to give the railroads some relief—for example, in the matter of pulling off the last yard engine and giving road crews a certain amount of switching to do as a result. We said we would give them relief in these places where they don't really have any work to do, but they have to keep a crew on because of prior contracts or agreements. But we find they are trying to go beyond what was agreed to.

This "last-engine" matter seems to be causing us more trouble than anything else. We also have some problems on lodging-away-from-home and we have problems with regard to the places where our people are required to tie-up. At some places, there just aren't suitable accommodations—and we have some cases where we haven't settled on what "suitable accommodation" is. But we're working on these things, and I think that eventually we will get them all behind us.

Any monetary allowance that was raised as a result of our last wage settlement is under moratorium until next July 12. I wouldn't guess what might happen then. I hope to have the general chairmen meet before the expiration of that moratorium and, as we usually do, we will set up our program then. We'll have the chairmen in probably sometime next spring, so we can get notices prepared before July 12.

George H. Harris—ORC&B

The answer is no, we have not. Some carriers have recognized their responsibilities under the provisions of the June 1964 work-rules agreement and satisfactory implementing agreements have been reached with those carriers. However, we are far apart in our efforts to successfully implement the June 1964 agreement on at least 50% of the railroads.

We have had problems on paid holidays, expenses away from home, manning of self-propelled machines and combination of road and yard service. I am hopeful that in the very near future our dispute on the paid-holiday issue can be resolved insofar as the hourly-paid road conductors and brakemen we represent are concerned The away-from-home expenses issue has been a real problem. Here again, some carriers have recognized their responsibility and satisfactory suitable lodging or an equitable allowance in lieu thereof has been provided. However, this question has not been settled on many railroads even though the carriers were required to provide suitable lodging or an equitable allowance on or before July 25, 1964.

As for combination of road and yard service, wholesale violations of the agreement's Article V are occurring on railroads all over the nation. Road crews are being required to perform yard service in many yards without any additional compensation whatsoever.

In short, I find it ridiculous that a national agreement, such as the June 1964 agreement, has—16 months after it became effective—remained in dispute on at least 50% of the railroads in the United States.

We will vigorously move for an elimination of the inequities that have come about as between the employees we represent and employees in other classes or crafts of service. We will move for general across-the-board wage increases in an effort to restore the employees represented by this organization to their proper position on the wage ladder. And we will intensify our program for supplemental pensions on all railroads. Present Railroad Retirement pensions are entirely inadequate. We feel justified in making this request due to the financial condition of the railroads and the fact that supplemental pensions have been recognized in the major portion of all industry whose employees are covered under Social Security.

Neil P. Speirs—SUNA

No. The Switchmen's Union has been able to reconcile only minor differences with the carriers involving the June 1964 agreement.

It is our organization's position that the intent of the agreement, based on the chronology of the negotiations which developed the settlement, is clear and cannot logically be misconstrued to apply to situations which the carriers had withdrawn from during negotiations. Thus, the whole area covered by the agreement on combination of road and yard service is now in dispute.

The main area of dispute involving the Switchmen's Union is over that part of the agreement covering "Combination Road-Yard." The real basis of the dispute develops as a result of the carriers' desire to apply the agreement on a piecemeal basis in selected situations by lifting sections of the agreement out of context and using them to fit their needs of the moment.

Based on the economic resurgence of the railroads, the substantial increase in the productivity of employees and the fact that the cost of living continues to go up—it has now reached 110.2% of the 1957-59 level—our organization will demand economic adjustments. Certain of these demands will be in the area of expanded fringe benefits. Our organization will also carefully analyze the changing "job content" of yard switching assignments from the standpoint of reevaluating the job in relation to rates of pay.

What happened when we tested cylindrical bearings vs. tapers? The results may startle you.

Charles Luna—BRT

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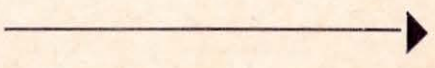
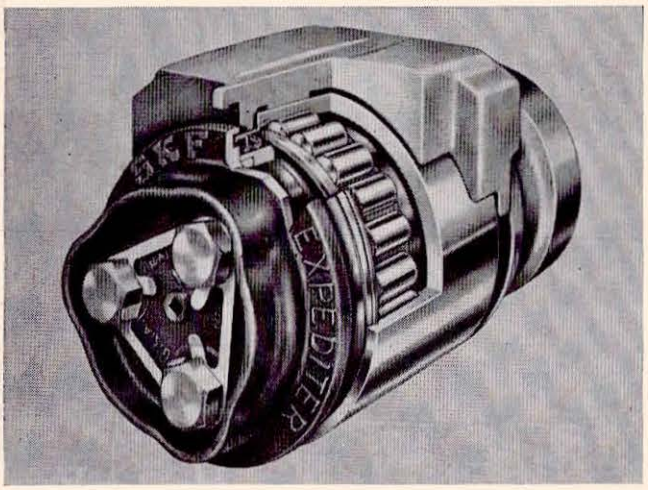


What happened when we tested cylindrical bearings vs. tapers? The results may startle you.



Brake Shoe sells and services freight car roller bearings. We don't make them. So when we set out to find the best bearings for railroad cars, we had no axe to grind.

If square bearings did the best job, we would have sold square bearings.

Brake Shoe launched a series of exhaustive tests. Not only on existing bearings, but on experimental designs. After months of testing, it became clear one bearing was far superior to all others on the market: SKF's "G" design "Expediter"* with cylindrical rollers.

Our tests showed that SKF's "Expediter" was more than just marginally better than highly regarded tapered bearings. It actually outperforms tapers in 7 important ways:

1. Takes up to 3½ tons more radial load.
2. Absorbs thrust without wedging action.
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4. Lasts longer because there's less fatigue.
5. Easy-on, easy-off design. Whenever car is shopped, it permits removal, inspection and reassembly of bearings in ⅓ the time normally required for tapered bearings.
6. Prevents end-smearing of the raceways, thanks to sphered roller ends and angular contact flanges.
7. Has shrouded sealing that keeps grease in, dirt out.

Performance like this can save your company money and trouble. Wouldn't it be wise to investigate SKF's "G" design "Expediter" before you invest? For all the facts, call your Brake Shoe representative. Or write for our "Expediter" booklet to:

Railroad Products Division

Abex

AMERICAN BRAKE SHOE COMPANY
530 Fifth Avenue • New York, N. Y. 10036

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"G" design "Expediter" sales and service by American Brake Shoe Company. 6516

Circle 9 on reader service card

5 How do you regard the prospects of any mergers taking place in the foreseeable future between or among the operating organizations?

What is the status of discussions now in progress among the organizations?

Perry S. Heath — BLE

I don't know about the other operating brotherhoods. I understand that the Switchmen and the Conductors and the Firemen were talking very seriously a while back about an amalgamation of those three organizations. I don't know what finally came of those discussions, or if anything has, or if anything will. So far as the BLE amalgamating with the Firemen's organization is concerned, I can say definitely now and for the record that there will be no amalgamation on the terms that the Firemen's organization would like to see —that is, on the terms they proposed. I say this because we have repeatedly had this problem before us in convention and as recently as the last convention, it was turned down. In the foreseeable future, I see no change in that position.

H. E. Gilbert — BLF&E

As you know, we have begun studies with the ORC&B and SUNA. The representatives of the individual organizations who have been assigned to this have been working on it—not continuously, but they have been working, trying to come up with a submission to be given to the chief executives for review and approval or whatever changes we might want. This would be preliminary to submitting a proposal to the controlling bodies of the three organizations for what action they deem prudent.

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6 At this point, what is your assessment of the public image of your organization and of the operating organizations generally?

We have always been considered one of the top organizations, one of the strongest of the operating groups. I think that unquestionably the BLE has as much prestige as any labor organization, inside or outside of the railroads.

I do think the featherbedding campaign was both very unjust and also harmful to all railroad workers. You have to face the fact that there are jobs in all industries and walks of life in which the employed individual is not constantly busy. And it is not true that people with certain skills are featherbedders just because they may not be working every minute of the time for which they're being paid.

I suppose that campaign was done for a purpose—to create an image—and it probably accomplished its purpose at that time. But I don't think that even railroad management believes some of the arguments that they put up.

I think that so far as the public is concerned, with a better understanding of all the issues involved and of all that has transpired in recent years, the image of the organizations is bound to improve. I can't be anything but candid and honest to admit that the public-relations and advertising program of the railroads, initiated with Dan Loomis' work-rules speech in St. Louis in 1959, did a rather destructive job on our image. Good, bad or indifferent—we think it was bad, the approach they took to it. We think the results have been bad, over-all. In the 40 years I've been in this industry I've always said that the better the employer-employee relationship, the better the service that will be rendered the public. The carriers can do better and they will have a much better group of "salesmen" under those circumstances. But that situation has been absolutely destroyed.

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7 At what approximate point, on a scale of 100, would you rate the present negotiating climate or atmosphere between the carriers and your organization? Please explain your position.

I haven't noticed any great change in the climate. We were able to negotiate probably the biggest wage increase we ever got, but one of the things that made this possible was the fact that there had not been a proper wage increase for a long time—because of the rules hassle.

As for rating the climate, I would put it pretty high. I think that about 80% of the time, the climate is satisfactory to sit down and negotiate out what we have in mind. My experience would indicate that this is somewhere close to the present level.

I would say that 50% of the time, or more, we can sit down and make a satisfactory settlement.

That might be called an easy question to answer, but yet it's not an easy one —after my 40 years in railroading. But based on personal experience and contacts with firemen and engineers and other employees represented by this organization, I would have to put it 'way below the 50 mark. I would have to say that the atmosphere is the worst I've seen in all those years. The work-rules dispute is responsible—that's what has driven it to that depth. The treatment accorded and the degrading expressions that have come from the carriers and their representatives as they relate to their employees—these things have been devastating.

Charles Luna—BRT

I think merger is a must. We might as well face the issue. We might as well realize that it would be helpful to the membership. And we might as well realize that the organizations—their leaders—should have principle and face up to the issues and make these amalgamations for the good of the men we represent. When I came back from our convention last year, I wrote to the presidents of the Conductors and the Switchmen and asked them if they would meet and see if we could work out some kind of amalgamation of the unions. Mr. Speirs of the Switchmen wrote back and said he had a plan of procedure to discuss that he thought might be workable and I told him I would be willing to discuss this with him. I am willing and ready at any time to sit down and talk about it.

I would say it's improved. But we had a long way to go. That featherbedding campaign that the railroads used had the image 'way down. But I've found out that most of my connections who don't know the railroad industry thought the fireman question was the only question being talked about. I told them that we were involved, too, and they didn't understand it that way—because the public was never really told that it was more than the fireman question. I find it's a very hard thing—to get the public to distinguish between the different crafts on a railroad. The job was really done by the railroads in making the public think the only ones involved were the firemen.

This has improved a lot, too. If the individual railroads were turned loose and could negotiate as individual properties, I think it would be close to 100. We are going to keep wage negotiations on the same basis as the last negotiation —you have to do that to keep everyone satisfied. But so far as most other negotiations are concerned, I find that individual railroads could be in a position where we could sit down and negotiate agreements that would be helpful to them and helpful to us. They have things they want and we have things we want. And I think the time is coming—fast—where we are going to have to sit down and face this issue.

George H. Harris—ORC&B

I would understand your question to refer to a merger of all five operating organizations. If this is so, I would say that the prospect of any merger taking place within the foreseeable future would be remote. As for a consolidation involving the ORC&B, SUNA and BLF&E, this matter is only in the discussion stage. The committee appointed has had some meetings. However, it should be made clear that any program developed would be subject, in our case, to ratification by the Grand Division, and, I understand, by similar authoritative bodies of the other organizations involved.

The public image of our organization, as well as that of other railway labor organizations, was greatly damaged by the carriers' "featherbedding" campaign which started in 1959. However, since the June 1964 settlement of the issues involved, I feel that the public has begun to realize it was greatly misled by the carriers' Madison Avenue approach to these issues and, as a result, our image has improved considerably.

I hardly know how to answer your question. On many railroads our "negotiating climate" is very good and could be rated well up on a scale of 100. This usually occurs with carriers who accept their responsibilities under existing agreements and recognize the productivity and loyalty to duty of the employees. I regret that these carriers are still in the minority. On some of the railroads, the "negotiating climate" could be rated at zero, or very little better.

Neil P. Speirs—SUNA

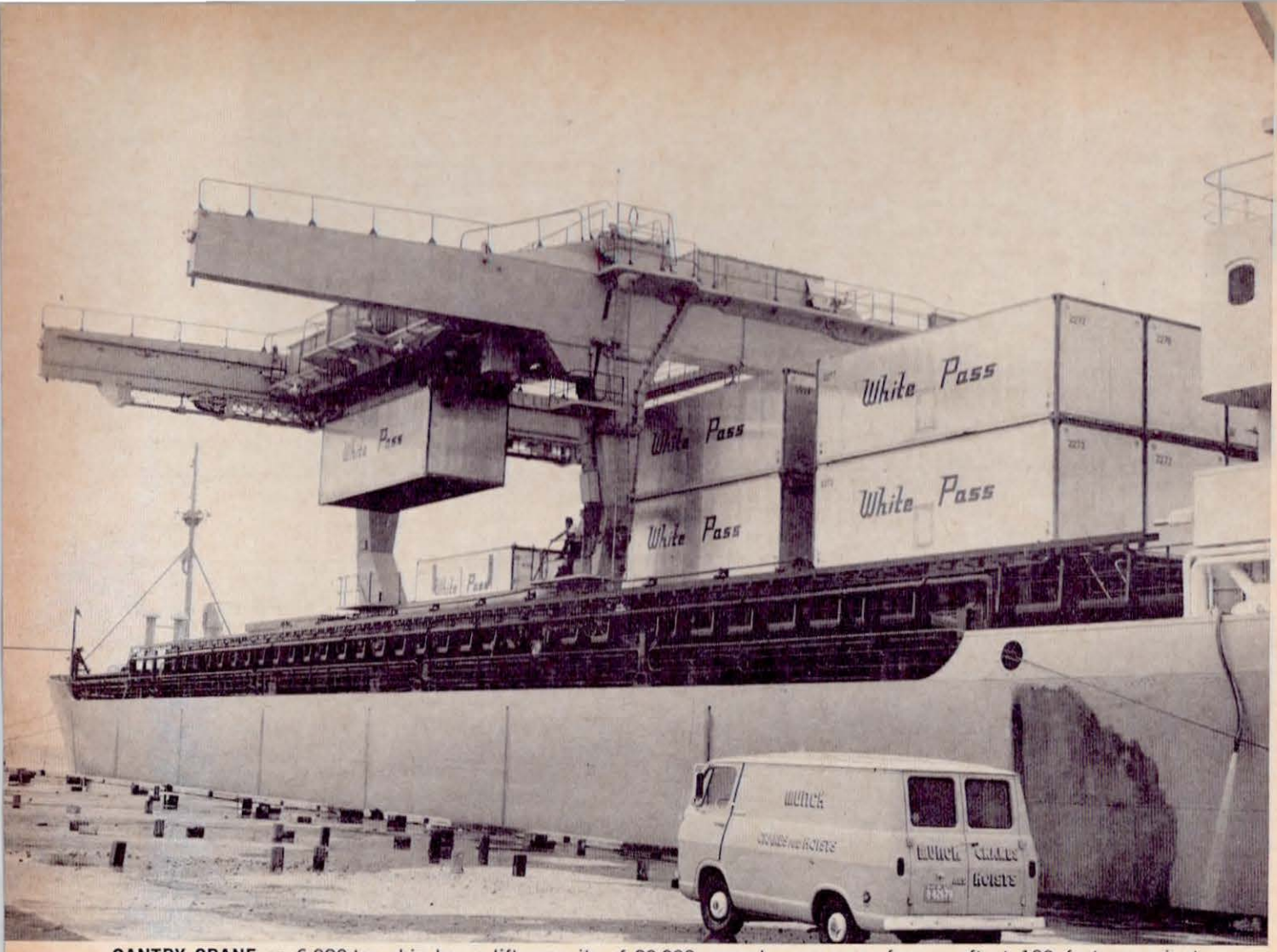
I do not foresee any change in the immediate future. However, I believe that the philosophy of "closing ranks" among the organizations which have common interests will gain in acceptance as time goes on.

The discussions going on between the ORC&B, BLF&E and SUNA are progressing satisfactorily. Our discussions do not anticipate or envision a merger of the three organizations per se, but rather we are attempting to develop a prototype organization capable of meeting the future needs of the operating crafts. Thus, we expect these developments to take time and experimentation.

I do not believe the public in general has developed an image toward any one particular railroad labor organization. I do believe, however, that the public has developed an image toward railroad workers categorized more by the job they perform than by their organization affiliation. In my opinion, there is presently developing among people a recognition and a strong feeling that the public was taken in by railroad propagandists and their "featherbedding" cry which did so much toward destroying the respect which railroad employees had deservedly earned by their loyalty to the industry over the years. In my opinion, the public image of the operating employees is improving and will continue to improve as the public learns more about the real issues confronting employees in the railroad industry.

If it is assumed that 100 equals near-perfect in a negotiating climate between our organization and the carriers at some point in the past, I would place the present collective-bargaining atmosphere at around 40. In general, the collective-bargaining process has deteriorated alarmingly in the past six or eight years in the railroad industry as a result of a complete change in the collective-bargaining atmosphere.

The collective-bargaining process in a free-enterprise economy will not function properly unless there is an atmosphere of uncertainty which stimulates the parties to attempt to reach a settlement on their own and in their own best interests. In other words, the right to strike or to lock-out must exist.



GANTRY CRANE on 6,000-ton ship has a lift capacity of 80,000 pounds, can move fore or aft at 100 feet per minute.

New container ship enters service soon

The new White Pass & Yukon vessel has been designed to carry bulk freight and concentrates, in addition to containers.

For the White Pass & Yukon, Dec. 2, 1965, will be a key date—marking the first revenue run of the company's new container ship and the inauguration of an $8-million container-handling operation.

Just about everything will be new, when WP&Y gets the system in service:

—The ship, the "Frank H. Brown," is a 6,000-ton vessel built by Canadian Vickers Shipyard Ltd. in Montreal and delivered in October after a 28-day voyage via the Panama Canal. Her hold incorporates specially designed "container cells," which form part of the ship's structure and thus make the ship and the containers an integral shipping unit. Crew accommodations, power plant and bridge are located aft, leaving holds and decks completely free of obstructions.

—Loading and unloading operations will be handled by a giant gantry crane built in Norway. Mounted on heavy deck rails, the crane can move fore or aft at 100 feet per minute to work all seven holds. Maximum lift capacity is 80,000 pounds at an over-all reach of 60 feet from center line of ship. While the ship is under way, the crane is housed next to the ship's superstructure and the lifting arms are retracted.

—Four types of containers (dry, vented, heated and refrigerated) will be provided by Canadian Trailmobile Ltd. When deliveries are completed, WP&Y will have 345 of the steel-frame aluminum units in service, moving by ship between North Vancouver, B.C., and Skagway, Alaska, and by flat car over the 3-foot-gauge right-of-way between Skagway and Whitehorse, Yukon Territory. Containers are 8x8x25¼ ft.

—Six huge straddle carriers from Clark Equipment and Canadian Clark Ltd., will be used, two each at Vancouver, Skagway and Whitehorse. Capacity of the units is 30 tons.

—Dock improvements have been made at both ends of the ocean-service run, North Vancouver and Skagway.

In addition to containers, the new WP&Y ship will be able to handle bulk freight and concentrates on special freight trays and racks.

White Pass & Yukon developed its first container route about 10 years ago with the 4,000-ton vessel "Clifford J. Rogers," which is now being phased out of ocean service with delivery of the larger, more modern ship. ■

Engineers must look for 'better ways'

Fitzpatrick tells ASME that equipment needs improving.

"There's always a better way"—and Chicago & North Western President Clyde J. Fitzpatrick wants the railroads and their suppliers to keep looking for it. He told members of the Railroad Division of the American Society of Mechanical Engineers in Chicago recently that "because equipment is one of the most important components of a railroad, we have learned that no matter how successful we are in its development, we can never be satisfied."

In the area of motive power, Fitzpatrick declared that, "anyone who comes to the conclusion that our present diesel locomotives are the ultimate in power has simply stopped thinking . . . I will not be at all surprised if one of these days the model introduced to us is such an improvement over its predecessors that it is not even a diesel. It may be a completely new type of power . . . and that may happen with surprising suddenness."

• **Other industries' efforts.** As for freight car development, he compared change in railroads with the changes reflected in the automotive and aviation industries over the past 25 years. "These two industries succeeded in finding a better way to do it almost constantly since their inception. In my opinion, this is not so with the freight car.

"Many of my friends in the railway supply industry do not like to hear me say it, but nevertheless it has for a long time been my opinion that because of the heavier loads, the greater speed, and particularly the long freight trains of today, many of the component parts for freight cars which are now cast should be forged to produce lighter weight but greater strength."

Commenting on the size of freight cars, C&NW's president said he is "not opposed to the large freight cars that are being produced as of late. But there is a limit. There is a place for them for some of our shippers. But I know there is some question in the minds of many railroad people concerned with freight equipment as to the degree individual railroads should plunge into acquiring 86- or 89-foot freight cars.

• **Away from standards.** "And as cars get larger and larger, admittedly they also get further away from basic standards, bringing up a problem of cost of maintenance. While the North Western hasn't as yet had difficulties we know some lines have experienced, we are very much aware that there is no virtue in bigness alone, and particularly if no limits are set on efforts to make mammoth cars even greater.

"It seems to me that desirable results might be achieved by articulation. Certainly the initial cost would be less, maintenance would be noticeably less and operating difficulties might not be a significant factor at all."

• **Better way for commuters.** Fitzpatrick cited the changeover to double-deck, push-pull commuter equipment on his road as one example of finding a better way: "Equipment is the major factor contributing to our commuter service's operating in the black. Prior to the modernization program, we were losing $2.5 million a year. In 1965, we will net over $1 million after paying the interest charges on the new cars. Since we modernized our fleet in 1961, we have twice expanded with orders for additional coaches required to handle constantly increasing patronage."

New cars for Bay Area

While expressing satisfaction with the C&NW commuter cars, Fitzpatrick noted that "there are strong indications of better commuter equipment being developed in the near future." He pointed out that much thought and research "unhampered by tradition" is being directed at possible new types of rolling stock for San Francisco's new transit system.

• **More research needed.** During the technical sessions of the Railroad Division's annual meeting, W. B. Kirk, chief engineer, Westinghouse Air Brake, stated that today the technology exists for creating super-speed passenger rail operation such as is proposed for the Northeast Corridor. Train speeds up to 150 miles per hour will require only reasonable time and money. Although much has been done in the field of high-speed train control, particularly brakes, additional studies must be undertaken.

There is sufficient background in the art of high-speed braking to know that effective stops can be made safely and comfortably, Kirk explained. The composition brake shoe that has been in service since 1953 and has given excellent performance will produce 9,000-foot stops from 150 miles-per-hour without exceeding the wheel to rail adhesion. Such a stop does not produce heat to cause wheel problems.

• **In-door refrigeration.** A compressor-condenser unit which can be mounted in a refrigerator car door with virtually no sacrifice of lading space was described by L. J. Lamont, Canadian National research engineer.

The CN has converted 210 overhead-bunker ice cars to this system. All are operating in regular service handling fresh perishable commodities. Customer acceptance has been good. Another 100-car conversion program has begun.

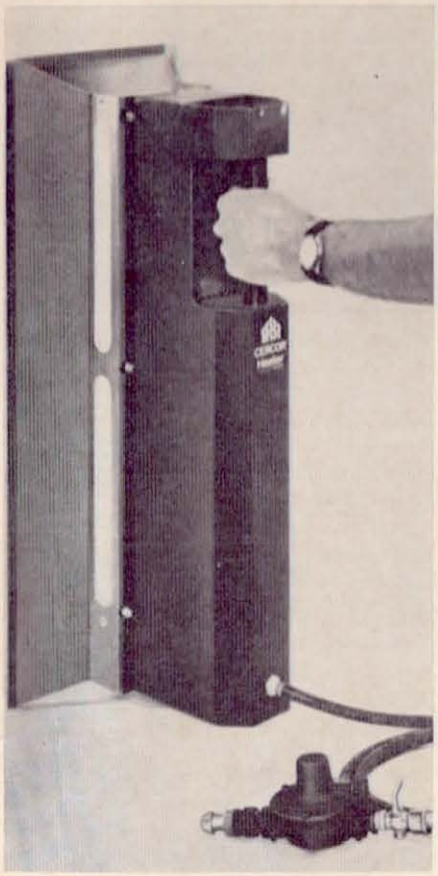
Canadian National service tests for over four years, said Lamont, show the system provides a low cost, reliable method for providing good freight refrigeration service with a minimum car fleet. An electrically driven unit which would be completely interchangeable for rail cars, trailers and containers can be built since a method has also been found to mount the evaporator fans in the car door. Next step will be development of a car for frozen-food transportation with the in-door unit.

• **Improved wheel designs.** A computer study to determine optimum wheel designs and a separate strain gauge study of the transverse forces which are developed in wheels in curves were described. While the computer study has been aimed primarily at improvements in freight-car wheels and the strain-gauge study involved locomotive trucks, both advances in technology seem destined to have general application to all types of rolling stock.

"Configuration of present wheels evolved by trial and error," it was noted in a report on a computer study of wrought-steel-wheel design currently being made by General Electric for the American Iron and Steel Institute. "Although wrought-steel wheels of the present design and manufacture have performed well through the years, engineers are not satisfied that today's design represents the best attainable."

Some of the experimental data which was not available for the computer study has probably evolved in the course of an Electro-Motive investigation of lateral and vertical loading between locomotive wheels and rail on curves. The goal of the research undertaken with two-axle, three-axle and four-axle locomotive truck designs was determination of the friction forces developed between wheel treads and rails while negotiating various curves. Most of the study was done with a wheel set fitted with strain gauges at several locations around the wheel plates. The set was successively operated in the three types of trucks under locomotives operating over the main line of the Union Pacific. ■

NEW PRODUCTS REPORT

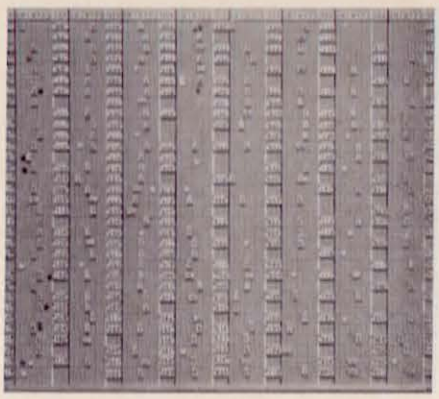


Gas-Fired Heater (RA-1)

The 12-lb, 18,000-Btu Model 18-p Cercor heater is self-supporting either vertically or horizontally for varied heat patterns. It has a hose regulator and valve for use with liquefied petroleum (LP) gas and is manually controlled. Connector fits standard supply tanks. The burner, of thin-wall cellular glass-ceramic, is said to be corrosion resistant and unaffected by temperature extremes, and to reach operating temperatures almost immediately. *Corning Glass Works.*

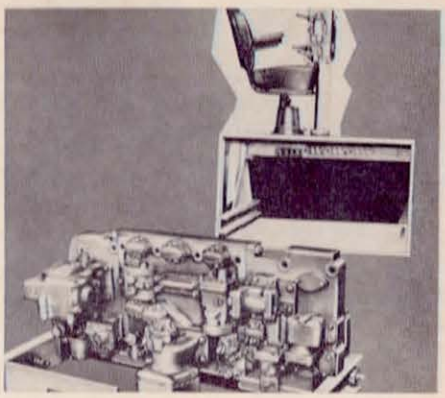
Insecticide (RA-5)

A roach and bug killer insecticide containing Diazinon is said to be effective even against insects which have developed resistance to other types of insecticides. It provides lasting residual killing action against roaches, ants, waterbugs and other crawling insects when sprayed onto infested surface areas or into hiding places. Spraying is made easier by the Hold-Zum holder on the aerosol spray can. *Hub States Chemical & Equipment Co.*



Visual Control Board (RA-2)

Magnetic visual control system can be helpful in knowing the locations of piggyback trailers, two-way radios and freight cars. One such board 3 ft by 5 ft can be used for visual scheduling of 300 vehicles. Magnetic card holders next to vehicle number tags can be used to show terminals to which vehicles are assigned, arriving at or departing from. Magnetic holders can be used for mounting letters, numbers, arrows, and special design figures on the board. *Methods Research Corp.*



Brake Equipment (RA-3)

The 26-L unitized locomotive brake equipment consists of a floor-mounted pedestal which contains the brake-valve portions, a piping manifold and a three-section pipe bracket type panel of operating control portions. Operating portions may be removed from panel without disturbing other devices or breaking pipe connections. Entire panel can be quickly removed and replaced with an alternate unit. Units are interchangeable on all locomotives. *Westinghouse Air Brake Co.*

Liquid Level Control (RA-4)

The Leslie-Modulevel, a displacement type pneumatic liquid level controller and transmitter, employs a friction-free magnetic coupling between the displacer and the pneumatic controller. It can be applied in high-pressure or low-temperature systems requiring isolation of the liquid being controlled. It is also available with adjustable proportional band, reset action and can be easily removed for repair without disturbing pressure. *Leslie Co.*

RAILWAY AGE WEEKLY

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MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Nov. 13 totaled 604,645 cars, the Association of American Railroads announced on Nov. 18. This was a decrease of 14,834 cars, or 2.4%, compared with the previous week; a decrease of 13,609 cars, or 2.2%, compared with the corresponding week last year; and an increase of 16,030 cars, or 2.7%, compared with the equivalent 1963 week. Ton-miles generated by carloadings in the week ended Nov. 13 are estimated at 14.2 billion, an increase of 2.1% above the corresponding week of 1964, and 10.7% above the 1963 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Nov. 13

District	1965	1964	1963
Eastern, including Allegheny and Pocahontas ..	237,551	247,681	236,253
Southern	119,910	121,507	115,215
Total Eastern and Southern Districts	357,461	369,188	351,468
Northwestern .	79,141	85,907	71,162
Central Western	125,961	121,262	126,289
Southern	42,082	41,897	39,696
Total Western Districts	247,184	249,066	237,147
Total All Roads	604,645	618,254	588,615
Commodities:			
Grain and Grain products	60,921	59,993	64,032
Livestock	6,532	5,346	5,113
Coal	114,281	118,509	119,184
Coke	7,082	9,762	7,023
Forest Products	42,183	38,777	38,091
Ore	37,895	45,141	30,471
Merchandise l.c.l.	8,033	10,743	15,038
Miscellaneous .	329,718	329,983	309,663
Nov. 13	604,645	618,254	588,615
Nov. 6	619,480	619,847	594,769
Oct. 30	634,862	647,502	622,679
Oct. 23	622,628	637,059	625,173
Oct. 16	633,057	630,345	625,923
Cumulative total, 46 weeks	26,242,162	25,842,003	25,847,763
Estimated revenue ton-miles (billions) 46 weeks	617.2	586.2	554.7

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Nov. 6 totaled 21,558 cars, compared with 18,458 for the corresponding 1964 week. Loadings for 1965 up to Nov. 6 totaled 890,584 cars, compared with 772,097 for the corresponding period of 1964.

IN CANADA.—Carloadings for the ten-day period ended Oct. 31 totaled 109,765 cars, compared with 92,905 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Oct. 31, 1965	109,765	32,169
Oct. 31, 1964	118,049	30,853
Cumulative Totals		
Oct. 31, 1965	3,289,286	1,037,403
Oct. 31, 1964	3,298,669	1,010,991

FREIGHT-TRAIN CARS

► *Corn Products Co.*—Ordered 50 8,120-gallon foam-insulated tank cars, for shipping corn syrup, from Shippers' Car Line division of ACF. Delivery is scheduled for first quarter 1966.

► *Northern Pacific.*—Will spend $21.5 million for 1,342 new freight cars in 1966. Purchases will include 150 50-ft, 9-inch, 4,000 cu-ft mechanical refrigerator cars with plug doors, load dividers and cushion underframes; 200 open top, solid-bottom wood chip cars with end door; 100 4,500-cu-ft capacity covered hoppers; 100 open top hoppers; and 42 open top hoppers with quick-dumping doors activated by remote control. NP shops will build 400 all-steel, 50-ft box cars and 200 bunkerless refrigerator cars with cushion underframes.

► *Rock Island.*—1966 freight-car program will involve acquisition of 1,210 units, with value estimated at $19 million. RI will get 450 box cars of 70- and 90-ton capacity (250 cars to be equipped with lading-protection devices); 300 100-ton open-top hopper cars; 260 covered hopper cars of various sizes; 60 70-ton bulkhead flat cars; 30 90-ton covered gondolas; 50 90-ton open-top gondolas; 60 bi-level and tri-level racks and saddleback carriers to be mounted on flat cars. All new cars will be equipped with roller-bearing trucks.

► *Union Pacific.*—Ordered 250 100-ton Centerflow covered hopper cars, for hauling grain and other bulk commodities, from ACF. The cars, costing about $3.8 million, are scheduled for delivery early in 1966. They will be equipped with roller bearings, a continuous three-section loading hatch, three gravity-pneumatic discharge outlets, and a special interior coating for lading protection.

PIGGYBACK

► *Missouri Pacific Truck Lines-Texas & Pacific Motor Transport.*—Authorized acquisition of 629 units of motor-transport equipment at a cost of more than $3.8 million. The two Missouri Pacific System subsidiaries will buy 500 trailers of various sizes for piggyback and over-the-road service; 67 diesel and gasoline tractors for piggyback, highway and pickup-and-delivery service; and 62 city pick-up-and-delivery trucks. The two truck lines now operate 2,175 units of motor equipment. New acquisitions reflect business increases, with piggyback loadings in 1965 running 30% above '64 figures and over-the-road motor-carrier service showing a 10% gain.

NEW FACILITIES

► *Northern Pacific.*—Has applied to the Interstate Commerce Commission for authority to build a 55-mile-long branch line from Mesa to Mattawa, Wash. Mesa is a main line station. The new branch would go through the vast Columbia Basin Irrigation project, where, eventually, more than a million acres of arid land will be under irrigation. NP said the line would serve the Basin City and Wahluke Slope areas, which it characterized as "two of the most potentially productive areas" in the entire Basin. The railroad's application to the ICC points out that because of the isolated nature of the area, the development would never reach its "ultimate capabilities" without rail service.

YOU OUGHT TO KNOW

C&EI wants to split: Chicago & Eastern Illinois' directors are proposing a 2-for-1 common-stock split, with two aims in mind—improving the marketability of the stock and making sure the road meets the requirements for listing on the New York Stock Exchange. Approvals of shareholders and the ICC will be required for the plan to go into effect. C&EI now has slightly more than 636,000 shares outstanding, of 1,500,000 authorized. Shareholders, it's reported, will be asked in January to OK a proposal to double the authorization to 3,000,000 shares.

Train discontinuances approved: The New Haven, Erie Lackawanna and Louisville & Nashville have been given Interstate Commerce Commission approval to drop certain passenger runs. The ICC said the New Haven is free to drop 32 weekday trains on three suburban Boston lines where the road has been losing $579,140 annually. However the New Haven will continue the service under a subsidy arrangement with the Massachusetts Bay Transportation Authority. Erie Lackawanna dropped two trains on the Hornell-Buffalo, N.Y. run, and expects to save $50,000 yearly by the move. L&N figures it will save $152,133 annually as a result of its discontinuance of two trains between Memphis, Tenn., and Bowling Green, Ky.

Not a bird, just a train: The Pennsylvania has launched an advertising campaign to publicize its "Broadway Limited" and is taking some playful pokes at airlines in the process. "The Broadway Limited to Chicago isn't a Wingjet, a Jumpjet, a Speedjet, or a Jetjet. It's called a train," the copy in the ads reads. And PRR points out that the Limited "always operates in rain, fog, mist, sleet, snow, or anything that makes birds walk." The ads, prepared by Al Paul Lefton Co., will run through next March in newspapers and national magazines.

UP expands at K.C.: Union Pacific is opening up its second major industrial tract in the Kansas City area, a 260-acre development to be known as Muncie Industrial District. UP's first K.C. venture, Fairfax Industrial District, has been sold out for five years; and the road has been gradually putting together the Muncie district for the past seven years. Two industries (Griffin Wheel and Consumers Co-op) have already located in the Muncie tract, but major development will begin next year after street and utility improvements are made.

Court acts in B&M case: Prison sentences and fines were handed out last week to the president of the Boston & Maine and two former officers involved in a sale of some of the road's passenger cars. Federal Court Judge George C. Sweeney, in Boston, sentenced B&M President Daniel A. Benson; former chairman and president Patrick B. McGinnis; and George F. Glacy, former vice president, finance, to 18 months in prison, and levied fines of $5,000 on each. The men have appealed the convictions. The government had charged that the three converted to their own use kickbacks of $71,500 from the sale of 10 B&M stainless steel passenger cars to International Railway Equipment Co. without competitive bidding. International Railway Equipment Co. bought the cars for $250,000 and shortly afterward resold them to a subsidiary of the Wabash for $425,000, the government charged. The president of International Railway Equipment was sentenced to 18 months in prison, and he and the company were fined $2,500 each.

GE and nucleonics: General Electric's Locomotive and Car Equipment Department has awarded a research contract to Spindletop Research Center, Lexington, Ky., for development of "advanced nucleonic techniques which will aid GE in its quest for superior performance and durability in its high-horsepower locomotive engines." Most of the work under the contract will be performed at GE's Erie, Pa., plant.

Truck tonnage: Intercity truck tonnage in the week ended Nov. 6 was 2.2% below that of the previous week, and 8.4% ahead of the volume in the corresponding week of 1964, according to American Trucking Associations.

Current statistics

Net Income	
9 mos., 1965	$540,000,000
9 mos., 1964	500,000,000
Carloadings, revenue freight	
46 wks., 1965	26,242,162
46 wks., 1964	25,842,003
Freight cars on order	
Oct. 1, 1965	42,222
Oct. 1, 1964	31,201
Freight cars delivered	
9 mos., 1965	54,855
9 mos., 1964	51,440
Serviceable cars	
Oct. 1, 1965	1,401,982
Oct. 1, 1964	1,407,571

PEOPLE

BELT RAILWAY OF CHICAGO.—Cecil M. Crawford named assistant to general manager, Chicago.

CANADIAN NATIONAL.—John J. Menary, assistant manager of passenger services development, Montreal, appointed passenger sales manager, Prairie Region, Winnipeg, Man., succeeding **F. N. McKenzie,** who has retired after 48 years with the CN.

LONG ISLAND.—Donald Aiken appointed acting assistant chief engineer—signals and electric traction. Mr. Aiken was formerly superintendent of way and power, **Port Authority Trans-Hudson (PATH)** (RA,Oct. 25, p. 50).

LOUISVILLE & NASHVILLE.—Woodson Knight named assistant public relations director. Mr. Knight, who was formerly associated with the **Atlantic Refining Co.,** will serve as editor of the L&N Magazine, in addition to other public relations duties.

MILWAUKEE.—G. A. Kellow, director of data processing, appointed director of the newly-established management services department. **R. L. Bell** named manager of systems and procedures, and **L. S. Imbery,** manager of data operations in the new department. The department will function as a corporate study and planning group and will provide certain liaison functions between departments, according to Milwaukee President Quinn. It will also be responsible for all computer operations.

MISSOURI PACIFIC-TEXAS & PACIFIC.—J. H. Walker has been named assistant to vice president — personnel, St. Louis. **R. H. Blassingame,** superintendent, Rio Grande division, Big Spring, Tex., transferred to the Kingsville division, Corpus Christi, Tex., to succeed **A. K. McKeithan,** advanced to assistant engineer of track, St. Louis. Mr. Blassingame's successor is **D. W. Schwarz,** superintendent, Omaha division, Atchison, Kans., who in turn is succeeded by **B. J. Cranford,** trainmaster, Red River division, Longview, Tex. **B. E. Helvey** replaces Mr. Cranford. **C. S. Baldwin** named assistant superintendent, Palestine division, San Antonio, Tex. **L. L. Carmichael,** terminal trainmaster, Fort Worth, Tex., named trainmaster, Dupo, Ill. **T. W. Faulk** succeeds Mr. Carmichael. **R. B. Schoultz,** assistant trainmaster, El Dorado, Ark., appointed terminal trainmaster, Alexandria, La., succeeding **J. R. Scherer,** promoted to assistant general superintendent rules and safety there. **W. T. Ray** becomes trainmaster, Crane, Mo.

NORFOLK & WESTERN.—John S. Bradshaw, assistant manager roadway maintenance, Roanoke, Va., appointed construction superintendent, a new position. **Preston P. Dunavant, Jr.,** division engineer, Norfolk, named assistant construction engineer, Roanoke. **John S. Felton, Jr.,** division engineer, Roanoke, will be on special duty, chief engineer's office. **H. W. Walbright,** engineer public projects, named division engineer, Radford, Shenandoah and Roanoke terminals divisions. **A. E. Sadler,** assistant engineer, Roanoke, appointed division engineer, Norfolk terminal. **James E. Monk,** resident engineer—inspector, Roanoke, named assistant engineer-bridges and buildings there.

NORTHERN PACIFIC.—Richard D. Larson, industrial agent, Seattle, Wash., appointed western manager, industrial development there, succeeding the late **Marvin Nixon.**

G. A. Kellow
Milwaukee

E. R. Zebe
Marquardt

PENNSYLVANIA. — Herbert M. Phillips, vice president and general manager, Western Region, appointed vice president, Chicago, on the staff of the president.

Christy G. Magruder, assistant vice president—freight sales, Philadelphia, appointed assistant vice president—traffic.

ROCK ISLAND.—Joseph O. Howard, manager of advertising, and **Theodore J. Zirbes,** manager of press relations, named assistant directors of public relations.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT—David G. Hammond appointed director of development and operations, to succeed **Stanley D. Forsythe,** named to the newly created position of advisor on transit operations to BART General Manager Stokes.

SANTA FE.—Effective Dec. 1, **M. M. Benya** appointed assistant freight traffic manager, Chicago, and **W. V. Hopkins** named manager, TOFC sales and services.

SOO LINE.—Paul H. Sullivan, general passenger agent, named director of employment. **Alfred J. Graser,** supervisor of passenger tariffs, succeeds Mr. Sullivan.

UNION PACIFIC.—William J. Sullivan, general freight agent—rates, appointed assistant freight traffic manager, with headquarters as before at Omaha. **Robert O. Melcher** named assistant general freight agent, Omaha, succeeding **Arthur G. Hansen,** who replaces Mr. Sullivan.

Supply Trade

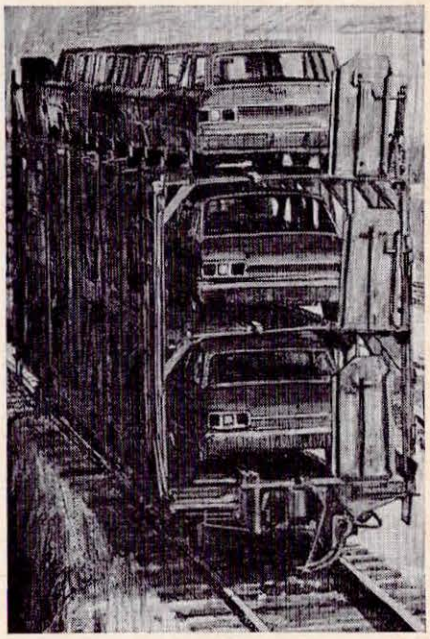
E. R. Zebe has been named manager, Railroad Transportation Products Department, **The Marquardt Corp.,** Pomona, Calif. (RA, Oct. 25, p. 94). He will continue to act as manager—marketing and sales.

American Brake Shoe Co. has announced a $14 million expansion program, which will take more than three years to complete. Included is the purchase of land and buildings at Two Harbors, Minn., expansion of plants at Winchester, Va. and Meadville, Pa. and construction of two plants in Liege, Belgium.

Robert W. Thornburg has been named to the newly created post of vice president—manufacturing, Tank Car Division, **Union Tank Car Co.,** Chicago.

Gordon H. Nordberg has joined the Chicago office sales staff of **The Okonite Co.** Previously he was associated with Harvey Aluminum Co., Torrance, Calif.

ATTN



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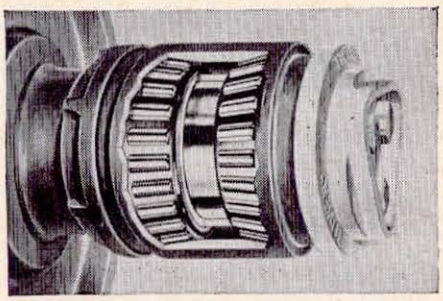

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Report lists TOFC plan preferences

Piggyback figures for 1964, compiled by the ICC, show Plan II to be most popular, with 63 Class I railroads participating.

Data revealing characteristics of piggyback traffic have become available for the first time. They show generally that Plan II is most popular with railroads and that Plan III is the runner-up.

Plan II is door-to-door service in railroad equipment. Plan III is ramp-to-ramp service for highway trailers owned or leased by shippers, including freight forwarders. Forwarders are the principal users of Plan III.

• **Figures reported to ICC.** Figures providing this showing were compiled by the ICC's Bureau of Economics and published in the latest issue of the Bureau's "Transport Economics." Carrier reports on which the compilation is based came to the Commission in respone to its order of Nov. 21, 1963 in No. 34364. That calls for reports from carriers of various types, but figures for individual carriers are not to be made public.

Figures for 1964 were the first reported, and they are the data involved in the present compilation. They show that piggyback operations were being conducted at the close of last year by 69 Class I railroads. Sixty-five of them reported terminations of piggyback shipments by plans, the other four reporting overhead traffic only.

• **Plan II service.** Sixty-three of the 65 roads reporting terminations were participating in Plan II services. And 10 listed Plan II½ among their piggyback operations. Plan II½ is a variation of Plan II in which the consignor calls for the railroad-owned trailer and the consignee returns it to the railroad yard.

The breakdown by plans shows further that the runner-up Plan III was being offered by 52 roads. Thirty-six roads were offering Plan I, 26 offered Plan IV, and 32 participated in Plan V. Plan I involves ramp-to-ramp movement of motor carrier trailers or containers under contractual arrangements, the shipper paying the truck rates. Plan IV is ramp-to-ramp service with both trailers and flat cars owned or leased by shippers, including forwarders. Plan V is a coordinated rail-truck movement under joint rail-motor rates.

Fifteen of the reporting railroads offered what the ICC Bureau called "other arrangements," i.e., trailer-on-flat-car services "which do not fit into any of the named plans." Last year's movements under such arrangements totaled 17,800 trailers or containers.

• **Piggyback traffic.** The reports by plans show that 1964 traffic thus classified amounted to 1,999,100 trailers or containers. Plan II accounted for 467,800 of these, 39% of the total, and Plan II½ accounted for 44,300—another 3.7%. Here, Plan I was the runner-up, accounting for 299,000 trailer or container movements compared with Plan III's 281,200. The respective percentages of the 1964 total were 24.9 and 23.5.

Plan IV's share was 68,000 trailers or containers, 5.7% of the total. And Plan V accounted for 38,800 movements, which was 3.2% of the total.

• **More than 200 truckers involved.** The reporting carriers included 1,039 truckers, and their first-quarter returns showed that 232 of them then participated in piggybacking with the railroads or fishybacking with water carriers. By the end of 1964, however, only 208 truckers remained involved—1,960 of them with railroads under Plans I or V.

Plan V booming

Trend leader of 1964 was the rail-truck Plan V operation. The trucker reports made this more than twice as big in the fourth quarter as it was in the first quarter. The growth was from 4,600 trailers or containers to 9,800, with a third-quarter peak of 10,400. The year's total was 33,300.

• **Forwarders like Plan III.** Reports from freight forwarders showed that 19 of them were using one or more of the piggybacking services at the end of 1964. The breakdown by plans showed 15 using Plan III, nine using Plan IV, six using Plan II, and four using Plan II½. This forwarder business accounted for 134,400 trailer or container movements.

Movements under Plans III and IV accounted for 89.2% of this total, i.e., 72,400 trailers or containers, 53.9% of the total, moved under Plan III, and Plan IV movements accounted for 47,400 shipments—35.3% of the total. Plans II and II½ thus attracted only a little more than 10% of the 1964 forwarder traffic which moved piggyback.

As to REA Express, no figures are revealed. The ICC Bureau said generally that REA's piggyback traffic "showed an irregular increase throughout the year." The statement added: "The REA trailers or containers move on bases related to the REA-railroad contract for express movement rather than the generally recognized plans. Approximately one-fourth of the REA movement was in containers rather than trailers."

• **Water carrier reports.** Only four water carriers made reports. Three of them conduct what the ICC Bureau described as "coastwise, intercoastal, or bay-type operations." The other operates on the Mississippi River. While fishyback operations of these carriers declined substantially from the first to the second half of 1964, that year's total showed that they terminated 76,700 trailers and containers. These included 42,200 handled as unit loads under Plan V, 28,000 unit loads under Plan II, and 6,500 handled under other arrangements.

Here the Plan II operations were generally local to the water carriers. And the joint arrangements under Plan V were "almost entirely with motor carriers, although there was some movement in connection with the railroads or their motor carrier subsidiaries," the ICC Bureau explained. It also said that the water-carrier traffic "was almost 85% containers," while "use of trailers predominated movements by other modes."

• **Word of caution.** Reporting under the involved Commission order was directed to the underlying rail or water services performed or utilized in piggyback operations, the Bureau pointed out. It went on to say that differences in reporting methods for the several modes of transportation, "reflecting in part their practices in keeping records," raise questions as to comparability of data for all purposes for the different modes.

"Further," the Bureau added, "reports for the first year under the new system show some unevenness in comprehensiveness and quality of reporting; some estimates were necessary to fill in gaps in reporting. Data collected under No. 34364 are not necessarily comparable with other series of transportation data. Their use in connection with any such series should take into account the objectives of reporting under No. 34364 and the other series, as well as the methods of collecting data for each series." ■

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THE ACTION PAGE

Why no brotherhood mergers?

The keynote for this essay was sounded by Alan S. Boyd, President Johnson's new and highly regarded Under Secretary of Commerce for Transportation. Not much attention was paid to the sound—perhaps there should have been a fanfare of massed trumpets, or perhaps the horn of Gabriel. In any event, Mr. Boyd appeared recently before the Senate Commerce Committee in connection with its study of what happened to firemen under the award of Arbitration Board 282. Among other things, he said this:

"Collective bargaining in this area [transportation] cannot proceed properly so long as positions remain rigid. Positions will remain rigid so long as entire unions and crafts are threatened. The long-range solution is to widen the basis of union representation through merger of transportation unions to spread the risk of unemployment and to open a wider range of employment opportunities to those who will be displaced by technological innovation."

Many management representatives would be happy to see fewer organizations. But the point really is that so would a good number of union representatives, though their views on the subject are seldom given publicity.

Look at the lineup. There are five so-called operating brotherhoods. There are six shopcraft unions. There are a host of other non-operating groups. And there are the Pullman porters and dining-car employees, who are actually on-train employees but who somehow don't fall within the category of "operating" organizations. It borders on the miraculous that all these groups have survived, with the tremendous cuts in railroad employment that have taken place (from 1,220,000 persons in 1950 to 665,000 last year). The question today—it's being asked by union people as well as by management—is how long can rail labor expect to depend on miracles.

Stirrings—but no real action

Yet there are, today, hardly any moves under way to streamline railroad union organization. It seems, sometimes, as though union leadership looked at one day's situation and said "tomorrow things will get better" and then looked at tomorrow and found still another tomorrow to depend upon. But now, tomorrow may be running out—or at least running thin.

In the past five years, there have been several stirrings among the brotherhoods—but no action. At one point, the Trainmen and the Conductors seemed on their way to merger. The Conductors turned it down. On another occasion, the Telegraphers seemed willing to talk amalgamation with the Signalmen and Dispatchers. Nothing came of it. At various times, the Firemen have proposed a consolidation with the Engineers. The Engineers have remained aloof.

While all this has been happening—or, rather, not happening—union solidarity has been rent by what the theologians call schism. Leaders of two organizations have broken away from the Railway Labor Executives' Association. The unity that marked the long work-rules dispute has vanished, and it isn't likely to be re-born. The only brotherhood amalgamation now being talked about, publicly, seems to be a gathering at which meaningful strength (in influence or numbers) is not immediately evident—the proposed merger of the Firemen, Conductors and Switchmen.

It is not the purpose—nor, certainly, the prerogative—of this paper nor of anyone in rail management to give advice to the brotherhoods. These comments are just that: comments, and observations. They are, perhaps, a reflection of a belief that unions, like industry, should have the most efficient and the best management possible.

What do membership trends show?

Today, the operating brotherhoods appear to be getting honest leadership and good leadership, in the sense that "good" is a short-range thing. But it's interesting, sometimes, to look beyond the short range. It should be interesting to look at trends in the operating unions' active, working, dues-paying membership—which is quite a bit different from the "membership" figure which includes the furloughed and the inactive and the retired. When these more-or-less hard-core figures are cited, the wonder is that certain unions have managed to survive. Even the Trainmen, by far the largest of the ops, have suffered great losses in the "active-member" category.

Philosophically, it's hard to avoid asking questions and drawing parallels. The big question, of course, is "why no mergers?" Even granting that varying insurance programs would be hard to consolidate, even granting that there are personality clashes among union leaders, the question remains (because neither problems nor personalities can long stand in the way of the inevitable). And as for parallels, there's no need to look farther than to rail management. Pick any two railroads—and it's found that they have differing conditions which create problems. Pick any two railroad presidents—and it's found that they, like captains of industry anywhere or like union presidents—are ambitious and, often, proud men. But merger has been a key word in recent railroad history. Problems have thereby been overcome.

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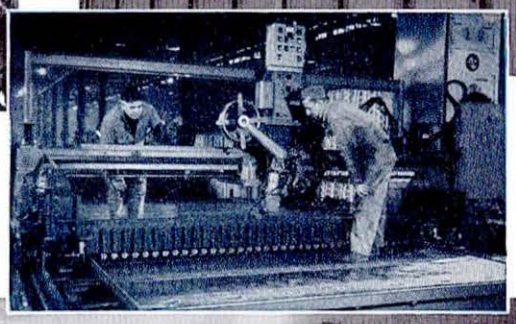

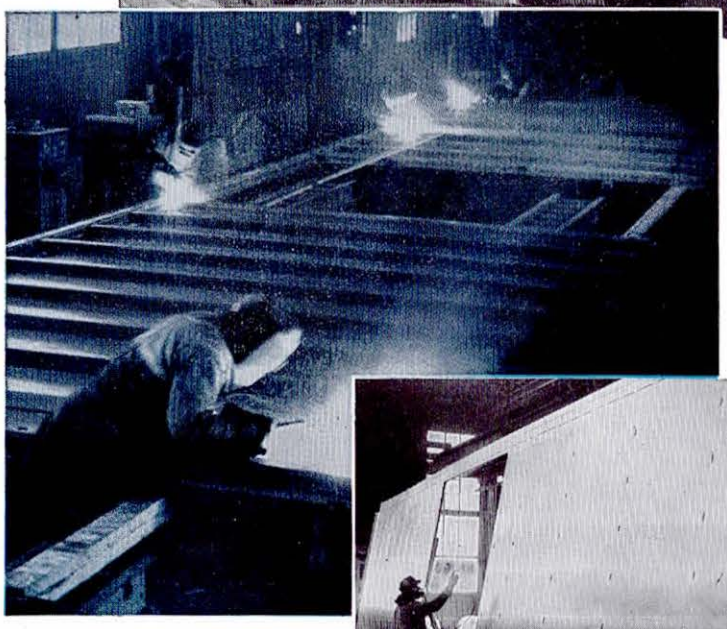

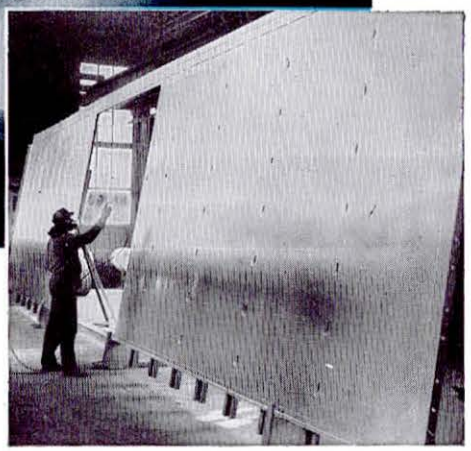

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